

PUBLIC HEARING TRANSCRIPTS AND SUMMARIES

Science Applications
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IN RE: F-22 Raptor)
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BEFORE
COLONEL POWERS
Hearing Officer

May 15, 2001, 7:00 p.m.

College of Southern Idaho
315 Falls Avenue
Twin Falls, Idaho 83301

Reported by
Amy Schaufelberger
CSR No. T-212

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APPEARANCES

For the Air Force

Colonel Powers
Lt. Colonel Constantino
Captin Law
Ms. Cook

For the Public

Mr. Barnes
Bill

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TWIN FALLS

Tuesday, May 15, 2001, 7 p.m.

CAPTAIN LAW: ll, good evening everyone.
LLT

How is everyone tonight? I'm Captain James Law
down the road from Mountain Home Air Force Base.
I'm in Public Affairs up there.

I want to welcome you here tonight, the
public hearing for the F-22 proposal. We're real
glad you came out to share your thoughts with us
today. It's important that we get the thoughts and
concerns of the folks whose communities we live in
for this proposal.

So without anything else, I will
introduce the Hearing Officer for today,
Colonel John Powers.

COL. POWERS: Good evening, everyone. My
name is Colonel John Powers, and I will be the
presiding officer at this public hearing on the
Draft Environmental Impact Statement for the
Initial F-22 Operational Wing Beddown.

This hearing is being held in accordance
with the provisions of the National Environmental
Policy Act and the regulations that are published
by the Council on Environmental Quality. The

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purpose of this hearing is to receive public comments, that is, your comments on the Draft Environmental Impact Statement, commonly referred to as the Draft EIS.

Before moving forward with the EIS overview, I'd like to explain my role in this hearing. I am normally a full-time military judge with the United States Air Force. I am currently assigned to the Air Force Legal Services Agency at Bolling Air Force Base in Washington D.C., where I serve as the Chief Trial Judge for the Air Force. I usually serve as a presiding judge over Air Force courts-martial wherever I am needed. I am not assigned to any of the bases being considered in this proposal, nor am I assigned to Air Combat Command. I have not been involved in the development of the Draft EIS, and I am not here to act as a legal advisor to the Air Force representatives of this proposal.

My role as the Hearing Officer is simply to ensure that we have a fair, orderly, and impartial hearing, and that all who wish to be heard have an opportunity to speak. In summary, it is important that you understand that I will be serving as an impartial moderator for this hearing.

3

The hearing will be conducted in two parts. First, Lieutenant Colonel Vincent Constantino of Air Combat Command will present an overview of the proposed action and the alternatives for the initial F-22 Operational Wing Beddown. And Ms. Brenda Cook, also of Air Combat Command, will provide a summary of the National Environmental Policy Act, or NEPA, and the potential environmental impacts of basing operational F-22 aircraft at Mountain Home Air Force Base.

The second part of this hearing will be your opportunity to provide the Air Force with your comments on the F-22 Draft EIS and make statements for the record. And I will explain more about that later.

But I think we're ready now to have Lieutenant Colonel Constantino speak. So Lieutenant Colonel Constantino.

LT. COL. CONSTANTINO: Thank you. I'm Lieutenant Colonel Vince Constantino. I work at Air Combat Command at Langley Air Force Base in Virginia. I represent the requirements for the F-22. As the lead command, we represent the requirements for other possible use and demands,

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whether it be in the Pacific or in Europe. My role is to talk a little bit about the aircraft, and why we need it, and the proposed alternative.

The requirements for the new fighter is really steeped in a few things. One is the threat and also that our current air-superiority fighter, the F-15C, the average age is over 20 years old. In fact, when the F-22 was fielded, the average age of the F-15C will be over 25 years old.

As we have flown the aircraft, and it's been a very successful aircraft, the F-15C potential adversaries have continued to modernize their forces, and improved both their surface-to-air capabilities and their air-to-air capabilities, placing our current F-15C pilots at increased risk.

We also found that we need greater efficiency. We need to be able to do with fewer aircraft and fewer people at a lower cost. The F-22 is designed to be a multi-role fighter, and will be able to perform more missions than the F-15C with fewer support people.

We also need in our expeditionary Air Force a capability to deploy rapidly in great distances. And the F-22 is to deploy with less

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than half the airlift required of the F-15C, which will help in that aspect.

Why the F-22? As I mentioned, the F-22 has greatly improved capabilities over the F15C, and I will mention a few of them here. First and foremost is the stealth, that is, low observability against other radar operated system and also infrared systems.

Supersonic speed. The F-22 will be able to fly at supersonic speed without using its gas-guzzling after burner power sets, which will bring a great improvement over the current aircraft. It also allows the F-22 to command and roam more of the battle space and it allows it to be more effective in the air-to-air, and air-to-surface control.

The advanced electronics, that is, the ability to use multiple sensors and display that in color for information to the pilot. It also allows a greatly increased effectiveness in the battle field.

For maneuverability, the F-22's aerodynamics and thrust vectoring capabilities on its engines allows to be superior even in the visual maneuverability.

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1 And then its improved maintainability
2 will reduce those costs and allow us to operate the
3 aircraft with fewer people.

4 You will find that the potential basing
5 locations, if you look close to the back of the
6 room, and I will cover it again here, have some
7 common themes. And the main one is the ability to
8 support fighter aircraft.

9 The potential basing locations have a
10 support structure required for fighter aircraft.
11 And they all have an existing F-15C mission
12 currently. Established support for fighter
13 aircraft, access to airspace and training ranges,
14 which is significant because at none of the
15 proposed alternatives will we require new airspace.

16 Quality training opportunities, that is,
17 the ability to train against adversary aircraft,
18 usually with our sister services or other Air Force
19 units that are favorably located, and the ability
20 to use countermeasures, as well. These bases have
21 available infrastructure to absorb the F-22
22 beddown, which includes communication networks,
23 which are obviously very important.

24 This slide speaks to the proposed action
25 and alternative basing locations. You will see at

7

1 the top there that Langley Air Force Base in
2 Virginia is highlighted because it is, in fact, the
3 proposed action for the first operational F-22
4 wing, and our preferred alternative. You'll also
5 see that in each of these cases, it will entail
6 adding some aircraft to the base infrastructure.
7 In the case of Langley, six additional aircraft
8 over what is there currently. And one of the
9 reasons why Langley is the proposed action is that
10 it would allow a one-for-one swap with the three
11 F-15C Squadrons that are currently based there.

12 As you go down the list, you can see
13 that Eglin Air Force Base, Florida, is another
14 alternative, and that would entail adding a single
15 F-22 Squadron in addition to replacing two F-15
16 Squadrons.

17 Elmendorf Air Force Base in Alaska would
18 add 30 aircraft by replacing its two current F-15C
19 Squadrons and adding a single F-22 Squadron.

20 And then Mountain Home Air Force Base,
21 Idaho, would add for that alternative, 54 aircraft,
22 by replacing the current one F-15C Squadron and
23 adding two F-22 Squadrons.

24 And then Tyndall Air Force Base,
25 Florida, would add 72 new aircraft by both

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replacing the F-15Cs training Squadrons there and adding three additional combat coded F-22 Squadrons.

What's involved in this beddown? As I mentioned, three Squadrons of 24 aircraft, 72 total, the use, as I mentioned before, of existing training airspace, so no new airspace, and then the construction part would vary quite a bit depending on what is in place.

But the common requirements would entail hangars for both operations and maintenance, a facility to be able to restore the low-observable materials that are on the aircraft, and a building to house the simulation complex for the pilots training, and then various infrastructure upgrades. In total, 1,846 personnel would be required for the F-22 wing. That includes officers, enlisted, and civilians, with some contractors.

Anticipated schedule is for the Air Force to make a decision for the first base in March of '02, followed by facility construction at that base over the next 2-plus years. And from then, personnel, aircraft, and training is sequenced to allow the first squadron to have its total complement of aircraft by August of '05. The

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Air Force plans for an initial operating capability by December '05, and then the second two squadrons would flow in with the third, and having its full complement by June of 2007.

I would like to introduce now Ms. Brenda Cook who will cover the environmental portion.

MS. COOK: Good evening. I am an environmental analyst with Air Combat Command. And my job in this process is to prepare the Environmental Impact Statement.

I'd like to begin by telling you a little bit about the National Environmental Policy Act. Then I'll summarize the potential impacts of the F-22 at Mountain Home Air Force Base.

The requirement to prepare an Environmental Impact Statement, or EIS, stems from the National Environmental Policy Act of 1969, also known as NEPA. NEPA is our national charter for the protection of the environment. And basically, it requires federal agencies to analyze the particular impacts of their actions prior to taking that action.

There were many opportunities for public involvement. To date, communities around the

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1 basing location have assisted us in identifying key
2 issues and concerns, and actually shape the
3 analysis that you find in the Draft Environmental
4 Impact Statement.

5 We are confident that by involving the
6 public throughout the process it's a very important
7 part of NEPA. And by doing so, we feel we can
8 balance the admission of the F-22 Raptor with the
9 environment and community concerns. And so we
10 appreciate your participation in the process.

11 The Draft EIS has been out since the
12 27th of April, and it's available in three
13 different formats: hard copies and on CD. It's
14 also available on the worldwide web at
15 www.cevp.com. We've also provided it to all your
16 local libraries so citizens can stop by to take a
17 look and view the documents there.

18 You'll find that the Draft EIS includes
19 these three basic areas: A description of the
20 proposed action and alternatives as detailed by
21 Colonel Constantino. Also a description of the
22 affected environment or the existing environment,
23 what is occurring today at each of the five
24 potential basing locations. Finally, there is a
25 description of the potential environmental impacts

11

1 should the F-22 be based at one of the five
2 locations.

3 Preparation of the Environmental Impact
4 Statement typically takes around 24 months. This
5 process began in January of 2000 when the Air Force
6 made its announcement identifying the five
7 candidate locations with this initial operational
8 wing beddown.

9 We followed with a notice of intent to
10 prepare an Environmental Impact Statement in the
11 Federal Register on March 3rd of 2000, and then we
12 followed with a series of scoping meetings, some of
13 you might have participated in. Scoping was broken
14 up into two phases, and we visited many of the
15 communities, including Twin Falls, during the March
16 to November time frame.

17 The input from the public and agencies
18 that we received assisted us in preparing a Draft
19 Environmental Impact Statement recently released.
20 The notice of availability for this document was
21 published in the Federal Register on the 27th of
22 April. And that began the 45-day public comment
23 period which we are currently in.

24 This comment period will extend through
25 the 10th of June. And I would like to ask people

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1 to provide your comments on the document to us to
2 assist us in preparing a final later this year. We
3 anticipate that that final document will be
4 available to you in February of '02, and the record
5 of decision with the final decision of where the
6 F-22 will be located will come in March of '02.

7 Now, I would like to summarize the
8 potential environmental effects should the F-22s be
9 based at Mountain Home Air Force Base. I would
10 like to begin by talking about the replacement of
11 the F-15C with the F-22. Then I'll talk about the
12 Environmental Impact due to the construction on the
13 base, and then the personnel changes and the effect
14 that that would have in the communities.

15 Again, I'd like to emphasize that the
16 action here at Mountain Home does involve replacing
17 the single F-15C squadron with two additional
18 squadrons of F-22s. That equates to an additional
19 54 aircraft at Mountain Home Air Force Base.

20 Because of the addition in aircraft, the
21 number of sorties would increase around the base.
22 That also includes 429 nighttime sorties, which
23 would occur over a year's time. That roughly
24 equates to 260 flying days. And these night
25 sorties are environmental night flights. And that

13

1 is after 10 p.m. and before 7 a.m. But again,
2 that occurs over a course of 260 flying days.

3 As far as noise is concerned, the
4 greater the power or thrust of the engine typically
5 equates to higher noise levels. But the way that
6 aircraft is operated really influences the ultimate
7 noise exposure from the aircraft.

8 The F-22 has the ability to accelerate
9 quicker to its climb speed and then reduces power.
10 It also has limited after burner takeoffs and
11 reduced maintenance runs on the ground. And all
12 these factors help to decrease the noise exposure
13 as much as possible.

14 But with 54 additional aircraft at
15 Mountain Air Force Base, the area exposed to a 65
16 decibel, DNL, or average day night noise level
17 around the base does increase by around 2,400
18 acres. This increase in the noise contours around
19 the base primarily occurs over agricultural or
20 range lands with some scattered residences.

21 Additionally, in the training airspace
22 that Mountain Home uses, the sortie operations
23 would also increase. A sortie operation is one
24 aircraft operating a portion of this mission in one
25 piece of airspace or one airspace unit. The

14

1 increases range from 25 to 62 percent depending on
2 the airspace unit in question.

3 Regardless of the additional aircraft
4 sorties, they don't dramatically contribute to the
5 overall subsite noise levels. And the reason for
6 that is the F-22 operates at higher altitudes.
7 Eighty percent of its operations occur above 10,000
8 AGL, and 30 percent of those occur above
9 30,000 AGL. So it operates in the higher regime.
10 This equates to little to no change in the subsite
11 noise environments in these pieces of airspace.

12 We will buy a 1 decibel increase in the
13 Jarbidge MOA, which is to the right of the airspace
14 complex around the ranges, but no perceptible
15 increase in the Owyhee, Saddle or Paradise MOAs.
16 Again, with the additional aircraft, there will be
17 the potential for additional sonic booms in the
18 airspace.

19 Again, with the airplane operating at
20 the higher altitudes, there is a potential for
21 increase, but not all of these booms would probably
22 get down to the ground and result in startling
23 impacts.

24 With the additions of booms, there is a
25 potential for temporary startle to wildlife or

15

1 individuals who would be under the airspace at the
2 time. But we anticipate no long-term adverse
3 effects on wildlife.

4 Basing the F-22 at Mountain Home Air
5 Force Base would not impact air quality in this
6 region. Again, that's because a majority of the
7 operations occur above the mixing height level,
8 above which air pollution does not effect
9 perceiving us on the ground.

10 With additional aircraft, there will be
11 an increase in hazardous waste, like the solvents
12 that are used to maintain the aircraft. The
13 Air Force has procedures to handle hazardous waste
14 and the facilities at Mountain Home could handle
15 this increase.

16 Finally, we anticipate no environmental
17 consequences or impacts associated with the
18 beddown.

19 Now the facility construction. The
20 facilities would be constructed on Mountain Home
21 Air Force Base proper and would not require
22 construction under the airspace.

23 We anticipate around 440 acres to be
24 disturbed associated with the construction, and
25 there is a potential to affect some wetlands. But

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1 prior to construction, a formal wetlands
2 delineation would be performed with the Corp of
3 Engineers. The wildlife that occurs on Mountain
4 Home Air Force Base is typically habituated to the
5 base environment and pretty used to what occurs on
6 the base. So we anticipate no impacts to the
7 wildlife populations.

8 During construction, around 6,800 new
9 jobs would be generated with a total of
10 \$238 million of earnings associated during the peak
11 year of construction.

12 Now, with the personnel changes. In
13 general, it takes fewer personnel to maintain and
14 operate the F-22 as compared to the F-15. But
15 again, with the increase in aircraft, there would
16 be a personnel increase at Mountain Home Air Force
17 Base of approximately 1,200 people. This also
18 equates to a reasonable population increase of
19 around 2,700.

20 Our models show that you could probably
21 anticipate an additional 686 students going into
22 the school systems of the local areas, and that
23 could potentially result in some minor overcrowding
24 in some of the schools. And we also anticipate an
25 increase of 278 off-base housing units might be

17

1 required by the increase in population.

2 Again, if the F-22 was bedded down here,
3 the regional earnings would increase by \$57 million
4 and secondary jobs would be 1,560 in the affected
5 communities.

6 We are very interested in your comments
7 and your thoughts on the Draft Environmental Impact
8 Statement. You can leave your comments with us
9 tonight. We have a written form, we have comment
10 forms at the back of the room, or you can just send
11 us a letter. The comment period will be open
12 through the 10th of June. And each of your
13 comments will be included in the final
14 Environmental Impact Statement. So your input into
15 the process is very important.

16 Now, I will turn it back over to
17 Colonel Powers for the remainder of the hearing.

18 **COL. POWERS:** Thank you. As I said, the
19 second part of the hearing will be your opportunity
20 to provide the Air Force with your comments on the
21 F-22 Draft EIS and make statements for the record.
22 A court reporter, Miss Amy Schaufelberger, is here
23 recording everything stated during this portion of
24 the hearing for inclusion in the final EIS.

25 The public hearings and comment period

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are part of the environmental impact analysis process. This comment process gives you, the public, the opportunity to provide the Air Force with your issues and concerns about the Draft EIS, and information on your community relevant to the analysis. These comments will be part of the official record and included in the Final EIS. This will ensure that the Air Force decision makers benefit from your local knowledge and are aware of your concerns about the environmental analysis of this EIS.

Throughout this hearing, I will ask that you keep in mind that this is not an arena for a debate; or a popularity vote on the Draft EIS; nor is this hearing designed as a question and answer session. Rather, this hearing is the method that the Air Force uses to gather your concerns, whether they are through oral or written comments, about the adequacy of the environmental analysis and the environmental impacts identified under the proposed action and/or alternatives. We ask that you focus your comments on the environmental issues at this hearing. Non-environmental issues will take away time from others' opportunities to comment on the Air Force's analysis of environmental concerns and

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will not add to the adequacy of the analysis used in this EIS. If you do have any questions, Air Force representatives are available in the display area and would be happy to answer them following the hearing. You can officially comment in several ways.

You can speak now and have it recorded by the court reporter, or provide comments in writing by submitting them during this hearing or through the mail, or give extended remarks to the court reporter as part of your presentation.

When you came in, you should have signed in and, if you wish to speak at this hearing, have indicated that you wish to speak on the sign-in sheet. If you have not done so, and would like to speak, please raise your hand and we'll sign you up.

Written comments will be accepted throughout the comment period, until the 10th of June of 2001. Please send these comments to the address up there, or as provided to you in the materials available to you here at this meeting. Comments made at all of the public hearings or provided in writing throughout the public comment period will be given equal consideration and are

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1 all part of the official record.

2 The ground rules for the hearing are as
3 follows:

4 Elected officials that choose to comment
5 will be given an opportunity to speak first.

6 Members of the public will then be called upon in
7 the order in which they have signed up to speak. I
8 will announce your name, please stand and address
9 your comment, your remarks to me so that I can hear
10 your comments clearly and so that the court
11 reporter can easily record your statement.

12 Please speak clearly and slowly enough
13 so that we can make sure that we get all of your
14 comments. State your full name, if you wish, and
15 spell it out so that we can record it correctly.

16 If you are representing someone or a group other
17 than yourself, please let us know that. We need
18 this information to make sure that the court
19 reporter gets an accurate record of what is said
20 here and who has said it. Please do not provide
21 any personal information in your comments if you
22 would not want to see it published in the
23 Final EIS.

24 Each person will be allotted three
25 minutes to speak, and that applies to everyone;

21

1 public officials, spokespersons, and individuals.

2 You do not have to speak for the full three
3 minutes. However, if you choose to speak for three
4 minutes, a yellow card, like this one being shown
5 to you, will be raised when you have only 30
6 seconds remaining. When your three minutes have
7 ended, a red card will be raised and you need to
8 end your statement. Following your presentation, I
9 will ask you to sit down so that I may call upon
10 the next person.

11 Out of the respect for others who would
12 like to make comments, I ask that you please honor
13 your three minutes and any requests I might have
14 for you to stop speaking if you go over this time.
15 If you think that you have more comments than you
16 can present in the time allotted, make the most
17 important comments first. If you don't have a
18 chance to voice all your comments, you can and
19 should submit them in writing. If you have a
20 written statement already prepared, you may hand it
21 in, read it aloud within the time limit, or do both
22 -- anyway you present it, it will be part of the
23 official record.

24 This hearing is scheduled to end at
25 9 p.m. However, if we have time, and you would

22

1 like an opportunity to expand on your remarks, you
2 may have that chance at the end of the hearing.
3 This hearing will end when the speakers have had an
4 opportunity to speak.

5 As I said earlier, the court reporter
6 will record verbatim everything that is said. The
7 transcript of these proceedings will become part of
8 the record and will be included in the
9 Final EIS. The court reporter will be able to make
10 a complete record only if they can hear and
11 understand what is said. So as I said before,
12 please speak slowly and clearly. As mentioned
13 previously, if you have a written statement
14 accompanying your testimony, the court reporter
15 would appreciate you giving it to them following
16 your presentation so that names, places, references
17 to scientific terms, etc., can be recorded
18 accurately.

19 Again, I'd like to remind you to limit
20 your comments to the Draft EIS. That is why the
21 Air Force is conducting these hearings and that is
22 the purpose of this public comment period. Also, I
23 ask that you please not repeat what another speaker
24 has said; if you agree with a previous speaker on a
25 particular issue, you may state your agreement.

23

1 This will allow more time for other speakers.

2 If you would like to turn in your
3 written comments at this hearing, you may give them
4 to any Air Force representative located in the room
5 or at the sign-in table.

6 As I've said, we'll start with comments
7 from elected officials. And as I understand it, we
8 only have two people who have signed up for making
9 statements tonight. The first one is
10 Mr. Charles Barnes, a representative of
11 Congressman Mike Simpson. 008000

12 **MR. BARNES:** I'm Charles Barnes,
13 C-h-a-r-l-e-s, B-a-r-n-e-s. And I'm Marriott
14 Director for Congressman Simpson in the
15 Magic Valley. And he has asked me to read a letter
16 that he has sent to the Honorable Donald Rumsfeld,
17 Secretary of the US Department of Defense, dated
18 April 26, 2001..

19 "Dear Mr. Secretary, it has come to my
20 attention that the Air Force recently released the
21 Draft Environmental Impact Statement regarding its
22 proposal to locate the F-22 at the existing
23 Air Force Base.

24 I am writing to express my strong
25 support for placing operational F-22 aircraft at

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1 Mountain Home Air Force Base. As you know,
2 Mountain Home Air Force Base was selected as one of
3 six bases that met the requirements identified by
4 the Air Force as necessary to be considered a
5 possible beddown site for the F-22.

6 I believe Mountain Home to be an
7 excellent choice for several reasons, some of which
8 are identified in the EIS. Mountain Home Air Force
9 Base is home to the unique 366 Air Expeditionary
10 Wing. A 5-squadron wing with the ability to deploy
11 rapidly anywhere in the world.

12 The F-22 would replace the F-15C
13 aircraft already stationed at Mountain Home Air
14 Force Base, and would become a part of the AEW. It
15 makes sense that the F-22 be integrated into the
16 Air Expeditionary Wing, which is a major component
17 of the Air Force's organizational transformation
18 into the expeditionary Air Force.

19 Mountain Home Air Force Base is also
20 home to enhanced training in Idaho which will
21 provide a realistic training environment for
22 aircrews and immensely enhanced combat capability.
23 The current range complex includes a 12,000 acre
24 drop range, one 640 acre and four 5 acre no drop
25 target areas, ten 1 acre and twenty quarter acre

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1 emitter sites. Mountain Home Air Force Base has a
2 proven record of successfully working with the
3 public to minimize the environmental impact of the
4 range complex on the environmentally and culturally
5 sensitive areas, which is an area of concern
6 mentioned by the Draft EIS.

7 In addition, Mountain Home Air Force
8 Base enjoys tremendous support from the surrounding
9 community. There is little to no threat of
10 encroachment by the community, and there is ample
11 space available for base expansion. The
12 relationship between the community and the base is,
13 I believe, completely unique.

14 Thank you for your consideration at my
15 request. I look forward to working closely with
16 you over the coming years on matters important to
17 the US Air Force and our nations military men and
18 women. Sincerely, Mike Simpson, member of
19 Congress."

20 COL. POWERS: Thank you. Next we have Bill,
21 who is signed up to speak, an interested citizen.
22 Bill.

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23 BILL: Thank you. I appreciate the
24 opportunity to express my thoughts on this.

25 "Just a few years ago, the same people

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1 that are here tonight, or the representatives, were
2 in Boise promising a limited squadron and minimal
3 booming, if only we would let them set up shop in
4 the Mountain Home area.

5 Now, they're talking 8,600 additional
6 flights, six times more booms, and four times as
7 much metal debris to be dropped on some of the most
8 beautiful terrain in the United States. So much
9 for credibility.

10 Predators and cancers take the path of
11 least resistance, and that's why we have the INEEL,
12 corporate California dairies, nuclear waste leaks,
13 nitrates in our water, and stinking air in this
14 valley. What a legacy to leave for our children.

15 There is no question that a handful of
16 military bureaucrats and a few Mountain Home shop
17 keepers are going to get rich. But the net gain is
18 another black-eye for southern Idaho and one more
19 nail in our coffin. This military expansion in
20 southern Idaho is self-serving, and it's sponsored,
21 basically, by morally bankrupt politicians.

22 When I was a kid, my dad took me to
23 fish and to hunt on the southern ranges not that
24 far from here. And now, they're bombed. This
25 expansion has nothing to do with national defense] 146

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008001

1 and everything to do with bureaucratic excess. And
2 I'd just like to ask, is nothing sacred to us any
3 more? Thank you."

4 COL. POWERS: Thank you. Is there anybody
5 else that would like to speak that hasn't already
6 signed up and would now like to do so? Apparently
7 not.

8 Ladies and Gentlemen, that concludes the
9 public hearing. I want to thank you all for your
10 participation and input, and please remember that
11 the public comment period for the F-22 Draft EIS
12 will extend through June 10, 2001. And you can
13 send your comments to the address that was shown.

14 Without anything else, the public
15 hearing is adjourned. Thank you very much.

16 -oo0oo-

17 (The hearing concluded at 7:40 p.m.)
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REPORTER'S CERTIFICATE

STATE OF IDAHO)
) ss.
County of Ada)

I, Amy Schaufelberger, a Notary Public in and for the State of Idaho, hereby certify:

That I am the reporter who took the proceedings had in the above-entitled action in machine shorthand and thereafter the same was reduced into typewriting under my direct supervision; and

That the foregoing reporter's transcript contains a full, true, and accurate record of the proceedings had in the above and foregoing cause, which was heard at Boise, Idaho.

IN WITNESS WHEREOF, I have hereunto set my hand this

4th day of June, 2001.


Amy Schaufelberger
CSR No. T-212

Science Applications **Original**
International Corporation T2

IN RE: F-22 Raptor)
)
)

BEFORE
COLONEL POWERS
Hearing Officer

May 16, 2001, 10:00 a.m.

Owyhee Human Development Center
Owyhee, Nevada

Reported by
Amy Schaufelberger
CSR No. T-212

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Initial F-22 Operational Wing Beddown Final EIS

18

1 individuals that have signed up, we're not going to
2 limit the speaking to three minutes. But keep in
3 mind that the hearing is scheduled to conclude at
4 1:00 this afternoon.

5 We'll start first with Mr. Terry Gibson
6 of the Shoshone-Paiute Council. 008002

7 MR. GIBSON: Good morning. My name is Terry
8 Gibson, T-e-r-r-y, G-i-b-s-o-n. I'm a member of
9 the Shoshone-Paiute Business Council.

10 The first comment I would like to make
11 is that we are not to be treated as the general
12 public. We are a sovereign separate government,
13 and we expect full consultation to take place with
14 our tribe, beings that we are in the middle of a
15 military operating area. 147

16 And the effects that people will suffer,
17 we will be the party that suffers the greatest
18 effects of this beddown of the F-22 Raptor. We are
19 suffering effects of the previous actions that have
20 taken place by the Air Force that are having
21 effects on my tribe at this point.

22 We are very much concerned about how
23 we're being treated throughout this process. There
24 has been absolutely no consultation that has taken
25 place with my tribe in developing this Draft EIS. 148

19

008002

1 It's very limited. There is the consultation
2 process that happened with the State Historic
3 Preservation Office consists of a letter, a one
4 paragraph letter that states, "At this time, we do
5 not have any specific goals, resources, concerns
6 about this action which suggests the Air Force will
7 employ professional archeologists to gather their
8 cultural resources information required for the
9 NEPA analysis." We look forward to reviewing the
10 document.

11 Well, I think the SHPO is out of line
12 when they put something like this out without
13 talking to the Shoshone-Paiute Tribes. In fact,
14 intangible things are not being addressed within
15 this EIS. It's very important that we look at
16 these things because of the effects that we will be
17 suffering here, such as sonic booms. The
18 activities that's been taking place over the
19 reservation, as I speak, is in violation of our
20 settlement agreement that we came out with in our
21 -- in the court decision that we had won. 149

22 It very much concerns me that we are not
23 being treated as a separate government because we
24 do have a government to government relationship
25 with the Air Force that they're not adhering to at 150
151

20
008002

1 this point in time.

2 The consultation process, we would like 152

3 to initiate that before this EIS is finalized.

4 It's going to take several meetings between the

5 Air Force and ourselves. In no way, shape or form

6 can an archeologist identify the effects that this

7 tribe is going to suffer, and that's what the EIS 153

8 is all about. It talks about archeology, cultural

9 resources, and it treats us as if we are

10 nonexistent, and that we are not here anymore. 154

11 But I'm here to tell you that we're very

12 much alive, we're very much concerned about this

13 aircraft coming here because of the footprint that

14 it leaves, the sonic boom activity that's going to

15 be coming with it, and the seriousness of this

16 situation can't be expressed more.

17 This plane is made out of a lot of toxic 155

18 material, and we're very much concerned if there is

19 an accident on or near the reservation, if we had

20 to evacuate our people, things of this magnitude.

21 You have to understand that we have a full combined

22 school here, a hospital, all of these things that

23 need to be considered and the effects that need to

24 be considered in the event that we have an

25 accident.

21
008002

1 It was stated earlier up there that

2 there were no impacts to wildlife. And I think 156

3 that that is completely wrong. At this point in

4 time, we are experiencing variable numbers in sage

5 grouse with ETI that came out. The emitter sites

6 are built on some of the lek sites over these sage

7 grouse.

8 And therefore -- I'm telling you this

9 because in the future, the Endangered Species Act

10 is going to dictate what takes place out here in

11 these canyon lands. And if you continue to operate 157

12 the way you are with no regard for the wildlife and

13 no regard for the population that lives under the

14 MOA, there's going to be some real problems that

15 we're going to have to deal with.

16 The cumulative impacts that we suffer 158

17 here need to be addressed within that EIS. And

18 those things could have been in this EIS, if you

19 would have, in fact, come to us in a good faith

20 effort as a tribal government and a separate 159

21 sovereign and dealt with this so that we could put

22 out information into the Draft EIS. And it's very

23 important that you follow that avenue to where we

24 have input.

25 Looking at the Mountain Home Air Force

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22
008002 160

1 Base historical setting, it is not correct. There
2 is several issues in here that need to be
3 addressed, identifying which tribes are to be
4 effected, and which groups may be effected by this
5 action.

6 All of those things need to take place,
7 and I'm here to state that we would encourage you
8 and insist that the consultation process take place
9 with my tribe as a government to government entity,
10 not as -- and not treating us as the public.

11 With that, I want to welcome you folks
12 here, and, hopefully, we can have a good hearing.
13 I want you to hear our concerns. We're the ones
14 that are impacted the most, and I don't see it in
15 this EIS where it's addressing impacts to the human
16 race here that's underneath this MOA. Thank you.

17 **COL. POWERS:** Thank you. Next, we'll hear
18 from Mr. Ted Howard.

018003

19 **MR. HOWARD:** Thank you. My name is
20 Ted Howard, H-o-w-a-r-d. I'm the Cultural
21 Resources Director for the Shoshone-Paiute Tribes.
22 And I have been involved with work with the
23 Air Force and other federal agencies on our
24 homelands.

25 I would like to start out by referencing

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23
018003 162

1 some of the things that I've seen within this EIS.
2 First of all, purpose and need. The overall
3 mission of the Air Force is the defense of the
4 United States and fulfillment of the direction of
5 the president and the secretary of defense.

6 I'd like to -- I made copies of the
7 Department of Defense and American Indian and
8 Alaskan Native Policy, which I had a feeling that
9 you guys were not going to provide. And I think
10 this is part of our frustration, as Mr. Gibson had
11 pointed out, that we are a sovereign entity, we
12 have policies, mandates, executive orders that
13 pertain to how federal agencies, including the
14 Department of Defense will work with sovereign
15 tribes.

16 In having said that, we're going to
17 follow the directions of the president and
18 secretary of the United States -- or secretary of
19 defense. You must also acknowledge your policies,
20 including this very policy that I'm referencing.

21 In the opening of our meeting here, I
22 noticed you only mentioned NEPA. Within your
23 policy, it also recognizes, and you must recognize
24 federal statutes such as Native American Graves and
25 Protection and Repatriation Act, known as NAGPRA,

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CL 8003

1 the American Indian and Religious Freedom Act, the
2 National Environment Policy Act, the National
3 Historic Preservation Act, Archeological Resources
4 and Protection Act, executive order 13007, which
5 deals with saving sites and access to saving sites,
6 which ties back up into American Indian and
7 Religious Freedom Act.

8 This policy goes on and on with how the
9 Department of Defense is supposed to deal with
10 sovereign Indian tribes. This, I recommend, be a
11 part of the EIS, this entire document. And your
12 trust responsibilities as well as the other federal
13 laws that I mentioned needs to be a part of it as
14 well.

15 Going on with my testimony, I noticed
16 the opening statements that it's interesting to see
17 this new aircraft and what it's capable of. But
18 you must also consider the destruction of a people
19 and their culture and beliefs and the rest of
20 creation that the creator put here on this earth
21 that have just as much right on this earth as you
22 and I do. And they all play an important part to
23 make it a healthy ecosystem.

24 Many Native American veterans have
25 served in every conflict that the United States was

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25
CL 8003

1 involved in. During World War II, many of our
2 grandfathers were called to duty. Many of them
3 were not even recognized as American citizens until
4 after they returned.

5 Since then, many of our fathers and
6 mothers, aunts and uncles, brothers and sisters
7 have served in the military. Many paid the
8 ultimate price by giving their lives for the
9 freedom of our country and our way of life. As
10 Native American veterans, we understand the need
11 for a strong military. But we don't feel there is
12 a need to destroy our homeland, and the beliefs and
13 cultures of indigenous people that have been, in
14 fact, on this continent for thousands of years.

15 I believe we can maintain a strong
16 military and maintain the pristine areas of our
17 homelands for future generations. And this area,
18 as you well know, is one of the remote areas in the
19 lower 48. As Indian people, we are a living
20 culture. We have strong ties to our homelands and
21 our traditions in our way of life.

22 Going on to this EIS, Mountain Home Air
23 Force Base would see an increase of 58 percent,
24 which would be about 11,405 sorties per year. The
25 sonic booms have increased as well, as well as the

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OLB003

1 use of chaff and flares. They would be operating
2 at altitudes from 500 feet to 60,000 feet.

3 The F-22s would use 41,951 bundles of
4 chaff, which would be an annual increase of 32,226
5 bundles of chaff. For some people that may not
6 know what chaff is, maybe I can get one of you to
7 speak about it. But it's a fiber that they deploy
8 for evading missiles and such that are being shot
9 at. But this chaff is not biodegradable. It falls
10 to the earth and it's very, very fine fibers, and
11 it's there.] 164

12 And in previous hearings, we've heard
13 people talk about it, that it breaks up and these
14 animals graze, whether it be livestock or deer or
15 otherwise, they breath in these particles, and it's
16 very tough to them, you know. And these are the
17 things you're not sharing with us.] 165

18 To train with the full capabilities of
19 the aircraft, the F-22 would employ supersonic
20 flight. All supersonic flight would occur at
21 altitudes within an airspace already authorized for
22 such activities. Those airspaces include the
23 Owyhee MOA, the Paradise MOA, both east and west,
24 and the Jarbidge MOA. The only MOA that they don't
25 authorize is the Saddle MOA.] 166

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OLB003

1 Because of the mission of the F-22 and
2 the aircrafts capabilities, the Air Force
3 anticipate approximately 25 percent of the time in
4 the air combat training would involve supersonic
5 flight as compared to approximately 7.5 percent of
6 the times for the present F-15 is being used out
7 there.

8 Because the F-22 is a new aircraft that
9 is under development, some data used to predict
10 noise, air quality, safety conditions cannot be
11 obtained at this time. This is what it says in
12 your present document. I find this as a way to get
13 around the real impacts that are happening out
14 there.

15 And I think if there is no data to
16 measure the impacts, then this aircraft should not
17 be deployed until those impacts are pointed out and
18 more studies are done.] 167

19 The F-22 would have a great potential
20 for impact during training over the land than over
21 water. These potential environmental consequences
22 do not exist in Langley Air Force Base, Eglin, or
23 Tyndall where supersonic flight would be done over
24 water.

25 At Elmendorf and Mountain Home, all

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013003

1 supersonic activity would occur over land.

2 Increase in sonic booms and other special use areas

3 make the potential for consequences under the

4 Mountain Home airspace greater than in any other

5 location.

6 Continued subsonic noise and increased

7 supersonic noise in the overland airspace concerns 168

8 both Alaska natives and Native American populations

9 in traditional use areas. And again, you pointed

10 out the economics that the state of Idaho would

11 gain if the beddown did occur, which would be about

12 \$17 million per year, which I know that the state

13 of Idaho will be pushing for the beddown. But it

14 does not do our community any good, because we are 169

15 a sovereign entity, and because Indians do number

16 very few as a minority. I feel that we're probably

17 not going to be heard.

18 The Mountain Home alternative represents

19 the largest disturbance area of any alternative.

20 The Department of Defense and American Indian and

21 Native American Policy should be included in the

22 EIS. The United States Air Force needs to

23 acknowledge the impact from their activities in the

24 entire area underlying the Owyhee MOA, the 170

25 Paradise MOA, both east and west, the Jarbidge MOA,

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013003

1 as well as the Saddle MOA. The impacts of the sage 171

2 grouse is important in sonic boom activities and

3 would threaten the sage grouse even more.

4 Also the historical overview that was

5 given within the Draft EIS, as Mr. Gibson pointed

6 out, was done without any consultation with the

7 Shoshone-Paiute Tribes. It only mentions the 172

8 Western Shoshone Tribe and the Owyhee Valley

9 Treaty, which is to the south of the majority of

10 the activities that's going to be taking place in

11 regard to your activities.

12 You failed to mention the unratified

13 treaties, the Boise Valley Treaty, and the Bruneau

14 Valley Treaty, which did not extend us our

15 aboriginal title. We've still got aboriginal

16 titles to our homelands, and we are very much

17 involved within our homelands.

18 And throughout your EIS, I failed to see

19 how you acknowledge your activities other than the 173

20 air base itself because all of your activities

21 impacts all of the land that is underneath the

22 airspace.

23 We are a growing community as well with

24 hopes of doing bigger and better things for our

25 people, such as our Life Flight that flies back and

Initial F-22 Operational Wing Beddown Final EIS

1 forth between here and Mountain Home -- or Boise,
2 excuse me. And also with hopes of having our own
3 aircraft. Being so remote, we need to have the
4 maneuverability to carry on our duties as a
5 sovereign government. And being this for out,
6 hopefully sometime in the near future that we're
7 going to need our own airspace as well.
8 And so with that and also other things
9 in this history that I see that need to be
10 corrected, but within the EIS itself, I would like
11 to see a historical overview provided by the tribes
12 that would be included within the EIS. Thank you.
13 **COL. POWERS:** Thank you. Next,
14 Mr. Lindsey Manning of the Shoshone-Paiute Tribes.
15 **MR. MANNING:** Thank you. Oh, there is a
16 public official that would like to go next.
17 **COL. POWERS:** Sir, have you had an
18 opportunity to fill out a card?
19 **MS. HALE:** He did. He didn't check to speak
20 though.
21 **COL. POWERS:** Okay.
22 **MR. DICK:** Yes, I did fill out one. I'm
23 Richard Dick. I'm a member of the Shoshone-Paiute
24 Tribal Council.
25 **COL. POWERS:** Can I ask you to spell your

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008003
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1 last name, sir.
2 **MR. DICK:** Pardon?
3 **COL. POWERS:** Could you spell your last name,
4 sir, for the record?
5 **MR. DICK:** D-i-c-k. That's a hard one. I'm
6 a former Air Force jet engine mechanic. I was with
7 the 366 over at Shamen Air Force Base in France.
8 And I was with the 366 when we moved across the
9 United States, I was in the south for a little
10 while, then I went to Vietnam for a year.
11 Discharged in 1968.
12 Anyway, a lot of the impacts I see out
13 here concerns me when I, knowing what I do about
14 aircraft and what the capabilities were then at
15 that time, and a lot of this had to do with ECM,
16 electronic countermeasures. You can take one
17 aircraft in 1968, a B-66 and fly over New York City
18 and knockout out all the power. And therefore,
19 they were using it extensively throughout
20 North Vietnam and air raids and stuff on the san
21 sites.
22 But anyway, with all the power that
23 these aircraft could have, I can't imagine what
24 they have today, and how that impacts our
25 connection to the creator. There was a study done

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008004

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008004

1 by a Bob Monroe, and he studied what's called
2 "Oobe," is what he calls Oobe, out of body
3 experience. He was a professor in a lot of
4 different categories.
5 And one of his experiments was -- he
6 built a copper cage, put himself in the copper
7 cage, and went into his out of body thing. He left
8 his spirit -- and his spirit left his body all
9 right, but he couldn't get out of the cage because
10 of the electricity. And I can't help but wonder
11 with the new technologies today, with all the
12 microwave and all the lasers, and all the ECMs, and
13 all of these things going on out here in the desert
14 how that would effect our connection to the
15 creator? We being the spirit also.
16 Not only us, but the animals. They have
17 a connection with the creator. That's how they
18 manage to live from year to year, and exist for
19 hundreds of thousands of years. And I don't know
20 where in the documents that I see where -- what
21 kind of ordnance this aircraft is capable of. I
22 don't know if there is laser weapons involved and
23 what are the impacts to humans if any of this stuff
24 were to -- like, if a person were to be hit by a
25 laser.

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008004

1 Anyway, those are things I'd like to see
2 answers to. And it bothers me that nothing has
3 been done about studies on it. So with that, I'd
4 say thank you.
5 **COL. POWERS:** Thank you.
6 **008005**
7 **MR. MANNING:** Thank you. I'm Lindsey Manning,
8 M-a-n-n-i-n-g. L-i-n-d-s-e-y is Lindsey. I'm an
9 environmental planner and educator with the
10 Shoshone-Paiute Tribes. I have a written statement
11 I'll hand in, and I'd like to read it also.
12 "The Shoshone-Paiute Tribes of the Duck
13 Valley Indian Reservation are committed to the
14 defense of the freedoms and rights of all citizens
15 of the United States of America. The tribes have
16 supported the Idaho Training Range facility located
17 in the tri-state area of Idaho, Oregon, and Nevada,
18 with certain stipulations, which protect our way of
19 life and our resources. We have been a support of
20 the continued operation of the Mountain Home Air
21 Force Base during base-closure considerations. We
22 have always stated that during time of war, we
23 would gladly sacrifice along side other Americans.
24 During peace, we have stated that we would defend
25 our right to live in peace and perpetuity on our

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008005

1 homeland.

2 Duck Valley is the highest populated
3 area in the Owyhee Military Operations Area. Our
4 community has a hospital, public school, senior
5 citizen center, the entire infrastructure that
6 supports our population, resources and future. We
7 are the highest impacted human group of the
8 forecasted F-22 sorties in the MOA. In our past
9 consultations with the Department of Defense and
10 specifically with the United States Air Force
11 regarding the Owyhee Military Operations Area, we
12 expressed our concerns related to sonic booms,
13 chaff/flares, reservation over-flights, wildlife,
14 and disruptions of our adjacent sacred lands and
15 ceremonies requiring solitude and natural settings.
16 Each concern relates to our continued way of life
17 on and near our reservation and homeland.

18 The Draft Environmental Impact Statement
19 states that the F-22 is a new combat fighter
20 aircraft, projections are based on the best
21 available data. The uncertainty of future impacts
22 relays that a mechanism should be in place from
23 which the tribes of Duck Valley can have the
24 Department of Defense reconsider the extent of
25 their training activities. Approval of the

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008005

1 alternative F-22 beddown at Mountain Home Air Force
2 Base should be underscored with the statement that
3 "Impact conditions concerning Duck Valley will be
4 quarterly evaluated through consultations with
5 officials of the Shoshone-Paiute tribes of the Duck
6 Valley Indian Reservation."

7 I am pleased to see the present
8 Reservation over flight restrictions in protection
9 of the Shoshone-Paiute Tribes listed in the Draft
10 Environmental Impact Statement: No over flights
11 below 15,000 feet above ground level, no supersonic
12 activity, no chaff use, no flare use below 20,000,
13 above ground level or at night. I will have to
14 state into the record that present flights have
15 projected loud sonic booms that startle people and
16 animals to high levels of discomfort. In the past
17 month or two, I personally witnessed a low level
18 flight over the northern portion of the reservation
19 and the aircraft released at least five flares.

20 The Draft Environmental Impact Statement
21 states there will be an enhanced boom factor.
22 "Future sonic booms of the F-22 could be a problem
23 that could be or become unbearable." The tribes at
24 Duck Valley should be offered a Boom Event
25 Recording device as to help record decimal levels

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179

1 and frequency of booms for mitigation purposes. 179
2 Air and water quality readings are a
3 must for conditions at Duck Valley. Again, because
4 the F-22 technology and futuristic uses cannot be 180
5 accurately projected for this advanced fighter,
6 funding should be provided for the Shoshone-Paiute
7 Tribes for air and water monitoring.
8 Of great importance to the people of
9 Duck Valley is the availability of the Life Flight
10 helicopter transportation of our emergency
11 patients. Numerous lives have been saved by the
12 transportation to Saint Alphonsus Hospital in
13 Boise. The increase of sorties in the MOA could
14 cause Life Flight to cease operation into
15 Duck Valley. "Emergency transportation of
16 critically injured or ill patients out of 181
17 Duck Valley must be assured a safe and continued
18 Life Flight availability. Direct radio
19 communications availability and airspace precedence
20 of Life Flight transports in the MOA is insisted
21 upon."
22 Finally, funding for monitoring and
23 oversight should be afforded the Shoshone-Paiute
24 Tribes of Duck Valley. Cultural resource
25 protection and anthropological funding should be 182

1 given directly to the tribes so they may be able to
2 contribute in a meaningful way, with DOD funding, 182
3 specifically to the Idaho Training Range.
4 And that's the end of my written
5 comment. Thank you for your considerations.
6 Further comments will be submitted before the
7 deadline."
8 COL. POWERS: Thank you very much. We have
9 another speaker, Mr. Reginald Sope of the
10 Shoshone-Paiute tribe. 008006
11 MR. SOPE: Good afternoon. My name is
12 Reginald Sope. S-o-p-e. And I am one of the
13 spiritual leaders of our tribe here. And I had
14 great concerns when this training range first came
15 about. It kind of hit us in a tender spot. It
16 came right down to our homelands to where our
17 people were captured and put on reservations.
18 And from that time, we have sacred sites
19 that's been out there for tens of thousands of
20 years. And when the training range -- when you
21 guys wanted to put it up there, it was just right
22 in our hometown there.
23 And we're willing to work with you guys
24 and asking you not to put it there, right in our
25 main area. In that area, it is pretty sacred to

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008006

1 all of us. And at times, we do go back and we have
2 our cultural traditional ways that we follow. And
3 we go back there, it's just like going to our
4 churches, our altars to go for strength and our
5 well-being of all humans and animal and nature.

6 And by doing so, we've asked that you
7 guys move it on over. And so far -- it's been
8 going good, the first deal, the second deal, and
9 now the third one. But it's still -- you're still
10 in our sensitive areas. Our people have grown and
11 lived here since the beginning of time. And it's
12 real hard for us to tell you that spots not
13 sensitive for us, as this whole area is.

14 And in the years past when we sat down
15 at the table and negotiated, we were asking you
16 guys to move it on out, and we're willing to work
17 with you guys. And as long as you guys would let
18 us know what's taking place or according to your
19 archeologist's report or whatever, you know, that
20 we'll go along with you.

21 And as for now, we're at this point here
22 where -- you know, we're willing to work with you
23 guys, and we have a lot of concerns that goes clear
24 back to the animals, the land, and all the -- you
25 know, everything that's here. To us, you know, our

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008006

1 people have been here for thousands of years, and,
2 you know, we're still going to remain here.

3 And that is our concern because we've
4 got a lot of plants, medicinal plants that we use
5 to carry on. And you just -- it's pretty hard to
6 say -- you know, a lot of the old folks here are
7 getting old and are moving on. And at this time,
8 I'd like to see that -- I know there was an
9 agreement that was signed between the Air Force and
10 the Tribes. And I'd like to see that further
11 along, you know, that you sit down at the table and
12 discuss these issues, and work closely together to
13 where we're not sitting on the wrong side.

14 A lot of low level flights that -- they
15 still do occur right up to today. I have reported
16 busted windows several years back. And even today
17 it's still the same way. And I live on the
18 northwest side, right where the activity takes
19 place. And there is a lot of the low flying
20 aircraft around there.

21 So that's one of the main deals I'd like
22 to see is the Air Force and the tribes sit down and
23 work these over and discuss these, and work closely
24 with each other.

25 And that's about all I have for now.

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1 Thank you.

2 COL. POWERS: Thank you. Is there anybody
3 else who would like to speak that hasn't had an
4 opportunity to do so, first of all? Anybody who
5 has spoken that had a few more comments? Yes, sir.

6 MR. HOWARD: Thank you. Again, my name is
7 Ted Howard. I also wanted to mention when we had
8 our scoping hearing here, I mentioned to Brenda
9 that we needed some funding to -- for aerial
10 surveillance of our sites that are being vandalized
11 out underneath the Owyhee airspace. And I wanted
12 to thank Brenda because she was able to find a
13 little money to help us keep an eye on the sites
14 out there.

15 But I wanted to point out that the
16 protection of our sites is something that needs to
17 continue. Many of these sites were sites that were
18 held in confidence by our elders. But when ITR
19 first came about in the early 90s, the impact site
20 that they choose was right on one of these sites.
21 And our elders had to reveal some information.

22 And the archeologists went out there,
23 Air Force contractors, and saw some of these sites
24 that still had a lot of the remembrance of our
25 people there. Since then, those sites have been

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008006

008007

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1 vandalized. There's very little left there to see
2 because of our having to reveal the locations of
3 those sites. And also the media itself. Some of
4 our sites were shown in the EIS, the ETI, EIS,
5 which was a breach of confidentiality, which
6 revealed a lot of these sites that continue to be
7 vandalized.

8 And as Mr. Sope just pointed out that
9 our people have been here for thousands of years,
10 and we hope to be here for thousands more. But the
11 impacts that are resulting from our having to
12 release this information is really impacting the
13 sites in the whole country side as well.

14 And I feel that it's the Air Force's
15 responsibility to help us protect our cultural
16 sites and our cultural resources underlying the
17 airspace. It should not be just a one year thing.
18 It should be something that continues, because we
19 hope to be here for thousands more.

20 And I just wanted to share that -- and
21 also, I would like to point out the need for
22 continued ethnographic research in the area. As I
23 pointed out, the archeological sites have been
24 vandalized. So for archeologists to go out there
25 and make a full assessment any more of those sites

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008007

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008007

1 is very limited because of what's been taken. It
2 has to work hand in hand with ethnography, which
3 will include our oral histories and research of old
4 documents, et cetera, but they need to work
5 together. And the need for the ethnographic
6 research to continue is a must.

7 Also, going through some of the ROB and
8 these things, we have a cultural resource
9 management plan that we're supposed to be working
10 on. And within the ROB, the Air Force -- it
11 states, "That the Air Force will work with the
12 Shoshone-Paiute Tribes and the BLM to develop
13 monitoring procedures to protect sensitive cultural
14 resources in the vicinity of the ETI range
15 components," which we don't stop there.

16 We would like to include the entire
17 airspace. But that has not happened. We have not
18 set down together. This mitigation may have --
19 from the ROB has not been addressed in the CRMP,
20 which is a Cultural Resource Management Plan. The
21 mitigation and monitoring plans that will be
22 discussed in the CRMP should be included in the
23 INRMP, which is Integrated Natural Resource
24 Management Plan.

25 But the responsibility of the Air Force

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008007

1 to consult with the Shoshone-Paiute Tribe on a
2 government-to-government basis in that time in a
3 three-way meeting with BLM because BLM is still
4 ultimately the land manager on all of the airspace
5 -- or the land underlying the airspace.

6 The Air Force BLM Tribes will set
7 meeting times to discuss and develop development of
8 procedures to protect cultural resources. We have
9 a consultation process with BLM where we meet with
10 them every month to discuss the various projects
11 that are going on. We have invited the Air Force
12 to initiate our Winter Roots process, which is a
13 very unique process. It's a recorded document in
14 process. But the Air Force has declined.

15 Therefore, I don't feel that the Air Force has made
16 a good faith effort to consult with the tribes on
17 our consultation processes as a sovereign entity.

18 Each tribe has the way that they consult
19 with their happiness. This is our consultation
20 process. And again, at this time, I'd like to ask
21 the Air Force to consult with us through our Winter
22 Roots process so we can move ahead on a lot of the
23 impacts that are happening out there, and to help
24 you fulfill your trust obligation to the tribes.

25 The Shoshone-Paiute tribes and BLM make

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008007⁴⁴

1 it an interest as consulting parties in National
2 Historic Preservation Act, section 106 compliance
3 process. National Historic Preservation Act also
4 has an amendment called "Bulletin 38," which
5 addresses the traditional cultural properties,
6 which needs to include Native American input and,
7 again, not only from the archeological standpoint.

8 So far the tribes are very disgruntled
9 to the way things are happening out here, because
10 there is a real ethnocentric approach to our sites
11 that we need to be included in.

12 And at this time, again, I'd like to ask
13 the Air Force to consider, again, to consult with
14 us in a good faith effort through our consultation
15 process. And again, I'd like to thank Brenda for
16 what she's done, and we'll be looking forward to,
17 hopefully, some continued funding to help us
18 protect our sites that are so very important to our
19 culture and our people in our coming generations.

20 COL. POWERS: Thank you. Okay. Is there
21 anybody else who would like to speak?

22 Well, ladies and gentlemen, that
23 concludes the public hearing. I would like to
24 thank you for your participation and for your
25 input. And please remember that the public comment

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T3

IN RE: F-22 Raptor

BEFORE
COLONEL POWERS
Hearing OFFICER

May 16, 2001, 7:00 time p.m.

American Legion Hall
515 East 2nd South
Mountain Home, Idaho 83647

Reported by
Cindy Leonhardt
CSR No. T-217

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Initial F-22 Operational Wing Beddown Final EIS

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1 We will start with Mr. Charles Barnes,
2 who is here representing Congressman Simpson's
3 office. 008008

4 MR. BARNES: I am Charles Barnes. I assume
5 you want me to spell out my name, or is that
6 necessary?

7 COL. POWERS: Well, I can make sure that the
8 court reporter gets it.

9 MR. BARNES: I'm an area director for
10 Congressman Simpson, and I am out of the Twin Falls
11 office. I appreciate the opportunity to make a
12 statement on behalf of Congressman Simpson tonight.
13 And he would like to thank the Air Force for the
14 opportunity of allowing the Mountain Home citizens
15 an opportunity to voice their opinions at this
16 hearing.

17 Congressman Simpson would like me to
18 read a letter. This letter is dated April 26, 2001
19 and it's to the Honorable Donald Rumsfeld,
20 secretary of the United States Department of
21 Defense.

22 "Dear Mr. Secretary, it has come to my
23 attention that the Air Force recently released
24 their Draft Environmental Impact Statement,
25 regarding its proposal to locate the F-22 at an

21

008008

1 existing Air Force base.

2 I am writing to express my support for
3 placing operational F-22 aircraft at Mountain Home
4 Air Force Base. As you know, Mountain Home Air
5 Force Base was selected as one of six bases that
6 met the requirements identified by the Air Force as
7 necessary to consider a possible beddown site for
8 the F-22. I believe Mountain Home could be an
9 excellent choice for several reasons, some of which
10 are identified in the Environment Impact Statement.

11 Mountain Home Air Force Base is home of
12 the unique 366th Air Expeditionary Wing, a five-
13 squadron wing with the ability to deploy rapidly
14 anywhere in the world. The F-22 would replace the
15 F-15C aircraft already stationed at Mountain Home
16 Air Force Base, and would become part of the Air
17 Expeditionary Wing.

18 It makes sense that the F-22 be
19 integrated into an air expeditionary wing, which is
20 a major component of the Air Force's organizational
21 transformation into the Expeditionary Air Force.
22 Mountain Home Air Force Base is also the home to
23 enhanced training in Idaho, which will provide
24 realistic training environment for aircrews and
25 immensely enhance combat capacity.

Initial F-22 Operational Wing Beddown Final EIS

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008008

The current range complex includes a 12,000 acre drop range, one 640 acre, and four 5-acre no drop target areas, 10 one acre and 20 quarter acre emitter sites. Mountain Home Air Force Base has a proven record of successfully working with the public to minimize the environmental impact of the range complex on environmentally and culturally sensitive areas, which is an area of concern mentioned in the Draft EIS.

In addition, Mountain Home Air Force Base enjoys tremendous support from the surrounding community. There is little to no threat of encroachment by the community, and there is ample space available for base expansion. The relationship between the community and the base is, I believe, completely unique.

Thank you for your consideration of my request. I look forward to working closely with you over the coming years on matters important to the U.S. Armed Forces and our nation's military men and women.

Sincerely, Mike Simpson, Member of Congress."

He also wanted me to add that we have

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008008

received a number of letters of support, as well as telephone calls, for such a change. Thank you.

COL. POWERS: Next, we'll hear from Mr. Bill Richey, who is representing the Mayor of Mountain Home.

008009

MR. RICHEY: Good evening. I'm Bill Richey, and I was asked by Mayor Dave Jett to read a letter which he has drafted for Ms. Brenda Cook at Headquarters Air Force ACC/CEVP, and it's dated 16, May.

"Dear Ms. Cook: Mountain Home is an Air Force Community. We appreciate the contribution "Our Wing" makes to the national defense of our great country.

We are aware of the many proposed changes and challenges that ACC must deal with in the near future, and hope Mountain Home AFB will continue to provide the same valuable capabilities to air crew training in the future as we provide today.

I would like to point out areas where the community of Mountain Home could assist with any future beddown of the F-22. Areas such as housing could be better provided off base. We have worked hard to improve the housing availability and

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003009
1 feel the additional housing required, as detailed
2 in the Draft F-22 EIS could be eliminated as an Air
3 Force requirement. This would reduce the projects
4 MILCON requirement by millions of dollars.

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5 Additionally, we would request a review
6 of the air space training capabilities for the
7 alternative bases. MHAFB could be one of the few
8 places the F-22 could train over land, and train
9 all hours of the day without being subject to night
10 time take off and landing restrictions.

11 We appreciate your consideration and
12 attention to this matter. Mountain Home is, and
13 always will be, an Air Force town.

14 Best regards, Dave Jett, Mayor."

15 COL. POWERS: Is there anybody else who would
16 like to take this opportunity to speak? If you'd
17 like to turn in written comments at this hearing,
18 you may give them to any Air Force representative
19 here or turn them in at the sign-in table.

20 If there are no other speakers, then,
21 that concludes this public hearing. I want to
22 thank for your participation and your input, and
23 please remember that the public comment period for
24 the Draft F-22 EIS will extend through
25 June 10, 2001, and you can send your comments to

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T4

IN RE: F-22 Raptor

BEFORE
COLONEL POWERS
Hearing OFFICER

May 17, 2001, 7:00 p.m.

White Pine Elementary School
401 E. Linden
Boise, Idaho 83706

Reported by

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Initial F-22 Operational Wing Beddown Final EIS

18

1 public officials, spokespersons, and individuals.
2 You do not have to speak for the full three
3 minutes. However, if you do choose to speak for
4 the three minutes, a yellow card will be raised
5 when you have 30 seconds remaining. When your
6 three minutes have ended, a red card will be raised
7 and you need to end your statement.

8 At the conclusion of this hearing, if we
9 have more time, you're free to come up if you have
10 additional comments you want to make and get an
11 additional three minutes to speak. This hearing
12 will end at 9 p.m.

13 As Ms. Cook alluded to, if you would
14 like to turn in your written comments at this
15 hearing you may give them to any Air Force
16 representative located in the room or at the
17 sign-in table. As I said, we are going to begin
18 with any elected officials or representatives
19 thereof, and we will begin this evening with Ms.
20 Nicole Watts, representing Congressman Mike
21 Simpson's office. **008010**

22 **MS. WATTS:** My name is Nicole Watts, and I'm
23 representing Congressman Mike Simpson. And I just
24 wanted to bring a letter that Congressman Mike
25 Simpson wrote to Secretary Donald Rumsfeld

19

008010

1 concerning the F-22 at Mountain Home Air Force
2 Base.

3 "Dear Mr. Secretary, it has come to my
4 attention that the Air Force recently released
5 their Draft Environmental Impact Statement,
6 regarding its proposal to locate the F-22 at an
7 existing Air Force base.

8 I am writing to express my strong
9 support for placing operational F-22 aircraft at
10 Mountain Home Air Force Base. As you know,
11 Mountain Home Air Force Base was selected as one of
12 six bases that met the requirements identified by
13 the Air Force as necessary to consider a possible
14 beddown site for the F-22. I believe Mountain Home
15 could be an excellent choice for several reasons,
16 some of which are identified in the Environmental
17 Impact Statement.

18 Mountain home Air Force Base is home of
19 the unique 366th Air Expeditionary Wing, a
20 five-squadron wing with the ability to deploy
21 rapidly anywhere in the world. The F-22 would
22 replace the F-15C aircraft already stationed at
23 Mountain Home Air Force Base, and would become part
24 of the Air Expeditionary Wing.

25 It makes sense that the F-22 be

Initial F-22 Operational Wing Beddown Final EIS

²⁰
C08010

1 integrated into an air expeditionary wing, which is
2 a major component of the Air Force's organizational
3 transformation into the Expeditionary Air Force.
4 Mountain Home Air Force Base is also the home to
5 enhanced training in Idaho, which will provide
6 realistic training environment for air crews and
7 immensely enhance combat capacity.

8 The current range complex includes a
9 12,000 acre drop range, one 640-acre, and four
10 5-acre no-drop target areas, ten 1-acre and 20
11 quarter acre emitter sites. Mountain Home Air
12 Force Base has a proven record of successfully
13 working with the public to minimize the
14 environmental impact of the range complex on
15 environmentally and culturally sensitive areas,
16 which is an area of concern mentioned in the Draft
17 EIS.

18 In addition, Mountain Home Air Force
19 Base enjoys tremendous support from the surrounding
20 community. There is little to no threat of
21 encroachment by the community, and there is ample
22 space available for base expansion. The
23 relationship between the community and the base is,
24 I believe, completely unique.

25 Thank you for your consideration of my

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C08010

1 request. I look forward to working closely with
2 you over the coming years on matters important to
3 the U.S. Armed Forces and our nations's military
4 men and women.

5 Sincerely, Mike Simpson, Member of
6 Congress."

7 I also have press releases that
8 Congressman Simpson sent out concerning the support
9 of the F-22 at Mountain Air Force Base that I'll
10 leave on the table at the back. Anyone can take
11 one, if you like.

12 **COL. POWERS:** Thank you. Next is Mike Tracy,
13 representing Senator Larry Craig.

C08011
14 **MR. TRACY:** My name is Mike Tracy.

15 I'm the communication director for
16 Senator Larry Craig. The letter is addressed to
17 Ms. Brenda Cook.

18 "Dear Ms. Cook, this past Tuesday, May
19 15, I had the pleasure of meeting with General Mike
20 O'Ryan, Chief of the Staff of the Air Force.
21 During this meeting, I discussed my desire to see
22 the initial F-22 operational wing beddown take
23 place in Idaho at Mountain Home Air Force Base.

24 I regret I cannot attend tonight's
25 hearing, but I did want to reiterate my position

Initial F-22 Operational Wing Beddown Final EIS

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008011

1 for the record. The Air Expeditionary Wing based
2 in Mountain Home is a unique and vital element of
3 the defense of America's interest.

4 With the F-22 poised to become an
5 instrumental component in maintaining America's air
6 superiority, it is essential that the F-22 be
7 included in this composite wing. Thus maintaining
8 the unmatched quality the men and women at Mountain
9 Home provide to the Air Force. The F-22
10 operational wing beddown at Mountain Home has the
11 full support of both state and local officials and
12 the community surrounding the base who will welcome
13 the additional 400 personnel and their families
14 with open arms.

15 The beddown of the F-22 in Mountain Home
16 will insure the long-term viability of the base and
17 allow the Air Force to further take advantage of
18 Mountain Home's recently expanded training range.

19 Thank you for coming to Idaho, and I
20 look forward to further discussions in the coming
21 months.

22 Sincerely, Larry Craig."

23 COL. POWERS: Next we have Mr. Bill Richey,
24 representing the mayor of Mountain Home. 008012

25 MR. RICHEY: Actually, I'm representing

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008012

1 myself tonight.

2 My name is Bill Richey. I'm a retired
3 Air Force officer with over 30 years of service
4 that have guaranteed the freedoms we all enjoy.
5 With one of those being the freedom of speech in
6 events such as this public hearing. I strongly
7 support the modernization of our services, and feel
8 that we, as taxpayers, have an obligation to
9 provide our service men and women the best and most
10 modern equipment that is available. The American
11 public does not want to win anymore by small
12 margins or lose any of our sons and daughters.
13 Today they demand and expect all wars to be won
14 without the loss of American lives.

15 The F-22 will help to meet the goals and
16 is indeed insurability to maintain air superiority
17 in the future. Mountain Home Air Force Base is one
18 of America's premier bases and is currently home to
19 the only air wing with five separate types of
20 aircraft making up the composite wings.

21 The Draft EIS points out many of the
22 great attributes of the base and the area.
23 Mountain Home, Idaho, is known nationwide as one of
24 the most supportive local communities in the
25 nation. Elmore County, who has done an excellent

Initial F-22 Operational Wing Beddown Final EIS

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008012

1 job through zoning and protecting the base from
2 encroachments plus the majority of the local
3 community, is over ten miles away. The training
4 opportunities are some of the best the Air Force
5 has to offer. Saylor Creek Range and the
6 construction of the new Juniper Butte Range and
7 other enhanced training at Idaho sites have evolved
8 the training capabilities that balances the
9 training with the environment through traditional
10 land use.

11 The F-22 will fit right into the wing
12 and help keep that balance. While the aircraft may
13 be louder than the aircraft it is replacing, it
14 will be operating at a higher altitude the majority
15 of the time greatly reducing any impact of the
16 subsonic or supersonic noise. The sortie count
17 analyzed in the EIS designing ways to reduce the
18 two additional squadrons of the F-22s above and
19 beyond the squadron of the F-15Cs.

20 While it does show an increase of total
21 sorties of over 2,300 it is still below the numbers
22 analyzed in the ETI EIS and the numbers analyzed in
23 the Air Force in Idaho EIS of 27,000 sorties. I
24 strongly support the F-22 for the 366th wing at
25 Mountain Home Air Force Base. If not now,

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008012

1 definitely in the future. Our Airmen deserve the
2 best. Thank you.

3 COL. POWERS: Thank you very much. Next we
4 have
5 Mr. Ray Stark of the Boise Metro Chamber of
6 Commerce.

008013

7 MR. STARK: My name is Ray Stark, Colonel
8 Powers, of the Boise Metro Chamber of Commerce.
9 Ray Stark, S-t-a-r-k, [REDACTED]
10 [REDACTED].

11 The chamber supports the initial F-22
12 operational wing beddown at Mountain Home Air Force
13 Base.

14 Obviously, we all realize the air base
15 is an important asset to the state of Idaho. My
16 comments tonight are in relation to the airways
17 being an asset to the U.S. Department of Defense.
18 Realizing, of course, that Langley is the preferred
19 alternative.

20 I'd like to review a list of assets that
21 we feel are important.

22 Number one: Long runway. The runway is
23 13,000 feet in length and able to accommodate any
24 aircraft in the Air Force inventory and hopefully
25 the F-22.

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C08013

Number two: Abundant flying weather.

The information we have is less than 2 percent of the missions are lost due to weather.

Three: Existing and new training ranges. Obviously, the Saylor Creek Range located 20 miles from the air base is important. Plus the new training area is nearly complete.

Four: New facilities. Construction has been completed on the hospital, combat support center, the squadron operations building, base exchange, dormitories, and many new other support facilities.

Five: Good location. The base is located in a large rural county in southwest Idaho and does not encroach on the population centers.

Six: Citizen and government support. The city of Mountain Home and Elmore County actively support the base with ongoing involvement. The Boise Metro Chamber has an active military person who regularly communicates information to the businesses of the Treasure Valley. Obviously, the governor and I and Idaho's entire congressional delegation will be offering supporting comments.

Seven: Educational opportunities. Continuing educational opportunities are provided

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C08013

on base and in Boise, through Boise State University.

Eight: Employment opportunities. In particular, the Boise area provides outstanding employment opportunities for Air Force base personnel and spouses.

Nine: Lower cost of living. The city of Mountain Home in southwest Idaho, the cost of housing including energy, is less than many other comparable areas of the western United States in this country.

Ten: High quality of life. And this is very important to the military nowadays.

Within a short distance are unlimited recreational opportunities for military personnel and their dependents. National forest, state parks, high desert areas for hunting and fishing, and rafting. Less than an hour away, Boise offers year-round cultural and sporting events. This is a limited list of the assets of the Mountain Home Air Force Base, which should be considered in the selection of the initial F-22 operational wing beddown. Thank you very much.

COL. POWERS: Next we will hear from Lahsha Johnston of the Wilderness Society. And we

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1 only have a few speakers left, I'm going to waive
2 the three-minute rule here. I don't think we have
3 to worry about time. C08014

4 MS. JOHNSTON: My name is Lahsha Johnston,
5 it's L-a-h-s-h-a Johnston. I represent the
6 Wilderness Society.

7 I just have, I guess, a few comments
8 about this process. And where to begin? You know,
9 I guess first to start with the basis for the
10 Environmental Impact Statement. This Environmental
11 Impact Statement is tiered to ETIs and the AFIs,
12 Environmental Impact Statements, which are
13 fundamentally flawed. They do not analyze any
14 impact to the aircraft that are currently in the
15 state. Therefore, the impacts that are being
16 proposed increase aircraft, like the F-22, can not
17 truly be analyzed. It even says in the EIS that,
18 base-line data is missing, or base-line data is
19 needed. The base-line data is missing from the ETI
20 EIS. The base-line data is missing from the AFI
21 EIS. The base-line data is not even there to
22 collect special status. Plants and animals could
23 be effected.

24 There is no analysis of the true impacts
25 of the noise that is occurring out there right now.

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C08014

1 The Air Force is unfinished with the noise study
2 there, and has agreed to take on as part of its
3 commitment to the citizens of Idaho. The Air Force
4 has not finished its sage grouse study, its bighorn
5 sheep study, its sensitive plant inventory, its
6 cultural resource inventory. The Air Force is
7 violating its right-of-way agreement by not
8 adhering to the stipulations comparing by
9 management and the state of Idaho and its citizens.

10 The Air Force cannot conceivably take on
11 this additional process until it addresses the
12 concerns and problems with the activities that are
13 going on right now. In light of this, I urge the
14 Air Force to withdraw the Mountain Home Base
15 alternative from the final Environmental Impact
16 Statement and not do a further analysis.

17 There is no way that you can comply with
18 NEPA in your final Environmental Impact Statement.
19 NEPA does require that you analyze a range of
20 alternatives. NEPA also requires that you analyze
21 the cumulative effects of activities that are
22 related, including the bringing to Idaho of the
23 composite wings, and now potentially new aircraft.
24 There has never been a cumulative effects analysis.
25 I don't think I need to go into a lot of detail

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008014

1 about that, but you can not tier this EIS to
2 previous EISs that failed to do cumulative impacts.

3 I'd also like to find out where the data
4 is that indicates that a short increase in the
5 startle effects to wildlife will not have a
6 long-term impact of the health of the wildlife
7 population. I don't know of any data that exists
8 in situations similar to what we have in Idaho that
9 can actually look at wildlife in wilderness studies
10 in remote areas and adequately estimate the impacts
11 of the long-term to the health of our animals, our
12 deer and bighorn sheep herds.

13 I would just like to reiterate that the
14 wilderness society does not support the Mountain
15 Home Air Force Base alternative. And would like to
16 relay some of the comments I have heard from folks
17 who have been out in the Owyhee Canyon lands in the
18 last year to two years that the Air Force has had
19 an increased presence out there.

20 I have talked to people who were out
21 there last week who have been overflown at low
22 altitudes. This is the lambing season for the
23 bighorn sheep. We are personally committed to
24 uphold level restrictions, as well as noise
25 restrictions. I've had folks tell me that the Air

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008014

1 Force is flying over the canyons, and there was no
2 way they could have been wrong about it. I'm
3 seeing evidence that there were other agreements by
4 the Air Force that they don't seem to be living up
5 to.

6 We need the Air Force to keep their
7 word. If they're going to be a part of Idaho, they
8 need to keep their promises, they need to keep the
9 commitments that they made to citizens to this
10 state. And that includes sitting down and talking
11 to the folks that care about this country. The
12 Bureau of Land Management, who is responsible for
13 managing the land, they need to become neighbors,
14 they need to become partners, they need to be
15 willing to be flexible and actually take litigation
16 measures for the damage they are causing to the
17 landscape and to things that Idahoans hold so
18 special.

19 The Air Force needs respect. I'll
20 really like this sign up here because the Air
21 Force, I'm sure, teaches folks that you need to
22 have respect for one another. They need to have
23 respect for the land. We really need that from our
24 military folks, and I am not seeing it in this
25 state. We need the leadership from the top down to

C08014

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1 tell folks to take care of what we have in this
2 state, because it is special, because it is a
3 quality of life issue, just like our Chamber of
4 Commerce has just commented.

5 I've been coming to these hearings for
6 over seven years. I've been commenting to the Air
7 Force about my personal concerns, my organization's
8 concerns. I have yet to see those concerns
9 addressed in a way that I don't think is going to
10 impact the long-term resources in that area. I
11 urge the Air Force to take seriously the charge
12 that is has and commitment that it made to the
13 citizens of Idaho.

14 Thank you very much.

15 **COL. POWERS:** Thank you. Next we'll hear
16 Alain Isaac of the Military Affairs Committee.

17 **MS. ISAAC:** Good evening.

C08015

18 I'm Alain Isaac representing the
19 Mountain Home Military Affairs Committee as their
20 chairman. The Military Affairs Committee's purpose
21 is to promote the expansion, development, and
22 effectiveness of Mountain Home Air Force Base and
23 other military activities within the state of
24 Idaho.

25 We strongly support the transition from

C08015

33

1 F-15C aircraft to new and modern stealth fighter,
2 the F-22, for our aircrews at Mountain Home. The
3 366th Wing Gunfighter is America's only standing
4 Air Expeditionary Wing on-call and read to deploy
5 worldwide in defense of our nation's objectives.
6 The F-15C has been a vital part of the composite
7 wing providing air superiority and protecting those
8 striking the target.

9 As stated in the Draft EIS, the F-15C is
10 aging, having reached its initial operational
11 capability in 1976. There have been many advances
12 in technology since then, and we can expect many
13 more in the future. It is vital that the aircrews
14 stationed in Idaho have the very best and most
15 modern equipment to protect our freedoms.

16 The local community of Mountain Home and
17 all the surrounding area help provide the greatest
18 community support available to a military
19 installation, and we will continue to do so. We
20 recognize the base's importance to the economy of
21 the community and the entire state of Idaho. The
22 base is currently the second largest employer in
23 Idaho providing an economic impact of over 280
24 million dollars.

25 The initial beddown of the F-22 will

³⁴
008015

1 greatly add to our economy, but also the addition
2 of the families that 54 additional aircraft brings
3 to Idaho will be a tremendous influx of
4 highly-educated people from a cross section of
5 America. This will be a great asset to our
6 community while they are here and, as always, I am
7 sure some will decide to stay in our great state.

8 It is no surprise we are strong
9 supporters of the Air Force and the advancement of
10 Mountain Home Air Force Base. We are ready to help
11 any way we can. Thank you.

12 **COL. POWERS:** Thank you. Next we will hear
13 from Katie Fite of the Committee of Idaho's High
14 Deserts.

008016

15 **MS. FITE:** My name is Katie Fite, F-i-t-e,
16 and it's Committee for Idaho's High Deserts. [REDACTED]

17 [REDACTED].
18 I want to second everything Lahsah said
19 and just maybe add a few personal experiences and
20 experiences of some of our members and observations
21 on what's happening in the canyon lands right now.

22 Before I do that, I want to put this
23 heavy document down, this heavy document that
24 probably cost a million or two million bucks to
25 prepare and says what all the rest have said, which

³⁵
008016

1 is basically no impacts or minimal impacts and
2 nothing's really different, and it won't make much
3 difference.

4 What I want to point out here was
5 pointed out with complete uncertainty. As
6 indicated above, data for the F-22 aircraft that
7 are necessary to model the aircraft's noise, air
8 quality, and safety are incomplete.

9 Well, we don't want aircraft here where
10 this data on noise and safety and air quality and
11 everything else is incomplete. What we're seeing
12 on the ground in the canyon lands breaks your
13 heart. We're seeing tremendous overkill of the
14 facilities the Air Force has built out there now.
15 We're seeing roads, sage brush bladed off to the
16 sides of those, in a completely unnecessary manner.
17 We're seeing what were billed as inobstrusive sites
18 plunked up on top of the hill. You can see them
19 from miles away.

20 But the very worst thing is the noise,
21 the noise everywhere. I've lived in Idaho for 18
22 years, and I can tell you I go out there now and
23 the noise level has increased so dramatically, and
24 it's appalling. You cannot enjoy being in a lot of
25 places. Maybe that's the Air Force's goal, drive

200

1 people out of the wildest places left in the west.
2 Well, there are those of us who do not like that
3 goal and are really, really concerned about what
4 you're doing, not just the recreational uses but
5 from the sage grouse, the bighorn sheep, all the
6 migratory song birds, and everything else that
7 lives in that wildland.

8 We've heard many Air Force promises
9 about taking care of things. Well, let's talk for
10 a minute about slickspot pepper grass and what's
11 happening to slickspot pepper grass out there right
12 now. Slickspot pepper grass is a plant that was
13 proposed for listing under the Endangered Species
14 Act. The Fish and Wildlife Service actually
15 prepared several drafts of a proposed rule that
16 lists slickspot pepper grass. And then you know
17 what? They get a letter from Idaho's, one of
18 Idaho's elected officials saying, "Gee, the Air
19 Force and the ranchers have talked to me about this
20 listing process that they're concerned about." And
21 the crux of the letter was you'd better slow this
22 way, way down. And guess what? To this day
23 slickspot pepper grass is not listed.

24 When we look at where Juniper Butte is,
25 the Air Force's withdrawn land, it's the world's

201

1 center for slickspot pepper grass distribution.
2 Well, now we understand why the Air Force last
3 year, one of Idaho's wonderful politicians wrote
4 that letter to the Air Force last year. And then,
5 today, I was out by Juniper Butte and the taxpayers
6 of this country -- we've all heard about taxpayers
7 and this and that and everything else -- well, the
8 taxpayers of this country paid Percy Bracken a
9 million dollars for improvements and cash
10 equivalent to a million bucks to move off the
11 Juniper Butte.

12 Well, guess what? His cows are still
13 out there. And guess what? The Air Force's INRMP,
14 which is the Integrated National Resources
15 Management Plan for the Juniper Butte range and the
16 EA that is out there will authorize a permit out
17 there, and Percy Bracken who got the million bucks
18 for moving cows off gets first chance to have his
19 cows there and double the same number. And this is
20 the world's center for this rare plant that the Air
21 Force and ranchers and Idaho's politicians have put
22 pressure on the fish and wildlife service outpost.

23 So given that, as my -- and that's the
24 way things work here, and so when this document,
25 this EIS, when I read that and read your

201

1 evaluations for things that say how you passed them
2 or whatever, what I have to point out against is my
3 experience with the other documents and the way I
4 see you implementing the present range on the
5 ground. And guess what? I think the impacts reach
6 tremendous, at least four times as many sites in
7 the heart of the Owyhee Canyon Lands country, and I
8 basically do not believe your noise data, and
9 neither do many other folks in my organization.

10 COL. POWERS: Thank you. That was the last
11 person who was signed up indicating they wished to
12 speak. Is there anybody else who hasn't signed up
13 who would like an opportunity to do so? Going
14 once, going twice, okay.

15 Well, ladies and gentlemen, that
16 concludes the public hearing. I want to thank you
17 for your participation and you input. Please
18 remember that the public comment period for the
19 Draft EIS of the F-22 will extend through
20 June 10, 2001. You can send your comments to the
21 address that we have here. This public hearing is
22 adjourned.

23 Thank you.

24 (Hearing concluded at 9 p.m.)

25 -ooOoo-

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008016

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T5

ORIGINAL

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1 AIR FORCE PUBLIC HEARING ON THE
2 DRAFT ENVIRONMENTAL IMPACT STATEMENT
3 FOR THE INITIAL F-22 OPERATIONAL WING BEDDOWN
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10 Farmville Train Station
11 510 West 3rd Street
12 Farmville, Virginia 23901
13 May 29, 2001
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20 CRANE-SNEAD & ASSOCIATES, INC.
21 4914 Fitzhugh Avenue, Suite 203
22 Richmond, Virginia 23230
23 (804) 355-4335
24
25

19

1 The hearing is due to end at 9:00 p.m.
2 tonight. However, if we have time and you would like an
3 opportunity to expand your remarks, you may have that chance
4 at the end of the hearing. The hearing will end when all
5 the speakers have had an opportunity to speak.

6 And as I said, if you would like to turn
7 your written comments in at this hearing, you may give them
8 to any Air Force representative located in the room, or at
9 the sign-in table. As mentioned before, we'll start with
10 any elected official or their representative. Do we have
11 any of those that are signed up? It does not seem to be,
12 from the cards that I have.

13 Okay. Then, we'll start then with, and
14 please, forgive me if I butcher your name. It's not
15 intended. I'll do my best. Joan Kryzicki. **008017**

16 MS. KRYZICKI: I moved here in August from
17 Virginia Beach and the reason I moved was because of the jet
18 noise. And I'm devastated to know that I might have to move
19 again. I want to read a statement from a website, concerned
20 citizens against jet noise, about this environmental thing.

21 It says, they have a lawsuit now pending.
22 Our complaint indicates that in developing its environmental
23 impact statement, the Navy did not comply with the important
24 requirements of the National Environmental Policy Act and
25 the Navy's own requirements and guidelines particularly in] **203**

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008017

1 assessing the full impact of their decision on the affected] **204**
2 communities.

3 If you all have not lived around jet noise,
4 you have no idea how crazy you will be after hearing the
5 noise at night. You will have no idea when they say there's
6 going to be 24 and 24 and 24. That's what they said in
7 Virginia Beach.

8 First, it was the Hornets and the Tomcats.
9 Now it's 159 Superhornets. It will not stop here. This is] **205**
10 the icing on the cake. This is the foot in the door.

11 What I'm afraid of is that the decision has
12 already been made. We are nothing to the military except
13 taxpayers. We are a commodity that pays their salaries and
14 when you see what happens to the whole area you won't -- you
15 can not -- I'm here.

16 Twenty-five years I lived in Virginia Beach.
17 Twenty-five years that was my home. I went crazy over those
18 jets. And I am frenzied now knowing, I mean, this is like
19 an ironic joke that they're following me everywhere I go,
20 these jets.

21 You don't know. And the danger. There was
22 a cable, one of those things that hooks on the aircraft
23 carrier, that was dragged for miles down a city street in
24 Virginia Beach. Whoops.

25 And they crash. I had to sign a statement

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008017

1 saying that I was in a crash zone. We will be in a crash
2 zone here. I mean, that's not a joke.

3 And I'm sorry. I'm not calling anyone in
4 here a liar, but big brother is in charge here. For my 30
5 seconds, I'm going to beg you to, please, consider the
6 quality of life and how it will be degraded if this is
7 allowed to happen here. Thank you.

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8 COL. POWERS: Next, Angela Whittaker.

9 MS. WHITTAKER: A-N-G-E-L-A

008018

10 W-H-I-T-T-A-K-E-R. I'm a school teacher here in Prince
11 Edward County and I, too, lived in a fly zone in Virginia
12 Beach. I was sorely disappointed in the military, which I
13 had up to that point highly supported and still to this day
14 am grateful to have. I am a patriot of this country and I
15 see the need for what they're doing.

16 However, the need is not over our air space
17 here. I moved because of the jet noise. Period. I didn't
18 move for any other reason.

19 I love this community. I have thoroughly
20 been embraced here. I have enjoyed the school system and I
21 am impressed with our area.

22 I will leave if these jets come here and you
23 will have to find another school teacher. I also have
24 several questions and I would like them answered in front of
25 everyone, because I think they're good questions. But we're

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008018

1 not being permitted to do that. So I'm going to bypass some
2 of these things.

3 I do want you to know some facts, though,
4 because the presentation didn't tell you that all of the
5 flying that will be done over our area will be below 5,000
6 feet. The noise at that level, the decibel levels, you will
7 not be able to talk on the phone. You will not be able to
8 listen to your t.v. You will not be able to hold a
9 conversation with someone this close to you and still hear
10 them.

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11 It will rattle your windows. I lived in
12 Virginia Beach a year ago. In the fall, as school children
13 started back to school, the first two weeks of school they
14 listened to jet noise from 12:30 a.m. the first two weeks of
15 school and it stopped. It started again at 4:00 a.m. The
16 military had no regard or concern for our young people's
17 education or ability to prepare for their education the very
18 first two weeks of the school in the fall. Had they been
19 concerned with it, they could have rescheduled it. They
20 weren't.

21 I am sad to think that I, too, will have to
22 sell my land, take my tax dollars from this community, take
23 my -- I put my mortgage loan on hold pending their decision,
24 which I, too, feel has already been made.

209

25 I have only one thing to ask of our

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008018

1 community. We need to ban together and say no to this. It
2 is dangerous. It will offer nothing.

3 The monetary things they talked about, the
4 personnel needed, the construction that is at Langley Air
5 Force Base. This will not benefit our community in any way.
6 We will not receive anything except a decrease in our
7 quality of life here and an increase in our pollution.] 210

8 And I am asking each and every one of you to
9 talk to your neighbors. Talk to the city officials, which I
10 don't know why I'm sad to say, and I'm very sad that they
11 haven't spoken out on their opinion at the time and how they
12 feel about this if you knew it was coming. We need to
13 educate ourselves. We need to know how this affects our
14 community.

15 I can say through my own experience, these
16 are even louder than the jets I moved away from. I would
17 certainly hate to lose this community by moving again.

18 COL. POWERS: Next, Elizabeth Fretwell. **008019**

19 MS. FRETWELL: I'm not very good at speaking
20 at meetings. I can write better than speaking, but I am
21 most opposed to this. Now, the last few nights, you all are
22 familiar with storms, we've had terrible storms. Friday
23 night I was up until 3:00 in the morning because my animals,
24 my dog was almost trying to climb in bed with me, because
25 she was just practically wild. And I can imagine at night

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008019

1 if we have this going over it's going to be worse than ever.

2 I don't know what to say other than I am
3 just so opposed to it. I think it's dangerous. I don't see
4 why they have to pick our area to have this carried through.

5 And I may be stepping on somebody's toes
6 when I speak in this manner and I'm sorry, but that's my
7 feeling because accidents do happen. And it's too late] 211
8 after it happens. That's all I'm going to say.

9 COL. POWERS: Next, Wilkie W. Chaffin. **008020**

10 MR. CHAFFIN: I live in the Prospect Heights
11 [sic] area of Prince Edward County. That is an area that
12 has flyovers already. I'm going to be very friendly to the
13 Air Force about this.

14 It seems to me maybe, probably four reasons
15 why we might be here talking about this, or I probably might
16 have an opinion about whether this is a good idea. I think
17 patriotism is the first one. I believe I am pretty
18 patriotic. I was in the Air Force and I respect the Air
19 Force.

20 But this is a complicated question. If it
21 were the case that Langley was the only alternative for the
22 situation, I would be the one to say, please, do this. This
23 is important. Let's do it.

24 Secondly, of course, there is the economic
25 question. Generally, the people who live in Hampton do

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008020

1 think Langley is a great idea. They benefit a lot. They
2 may not be so happy when they find out they're going to lose
3 jobs over this. But anyway, there is no economic benefit or
4 cause to us at all. That doesn't matter to us.

5 The safety factor, that seems to me is a
6 somewhat small question. It is true that in many cases
7 there's an attempt to limit development around air bases.
8 So at least some things there is a slight chance at some
9 point that there's going to be an accident. The number of
10 planes we have up here, I'm not so sure I would be worried
11 very much about that happening.

12 And of course, here's the last one; the
13 quality of life issue. It is correct that a lot of us are
14 here because we wanted to be in the country. We also are
15 from Virginia Beach. Now, because where I lived, it was not
16 such a serious problem. I didn't live near Oceana or
17 anything like that. But there is something about moving to
18 the country to get away from the stuff that's in the city.
19 I don't want to live near the Richmond Commercial Airport.
20 I'd prefer not to have any more noise than possible.

21 Once again, I am in support of the Air Force
22 though. I'm not worried about this being some big
23 conspiracy to put this on us. I understand the
24 complications of making decisions like this. And I
25 understand that there are some political officials, agents

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008020

1 that have the -- anyway, I would encourage that you -- that
2 at least two of these other bases, the Idaho base and the
3 Alaska, Elmendorf, Alaska, seem to be good moves here
4 basically because of the lack of population. It's in a
5 fairly heavily populated area, at least compared to Idaho
6 and Alaska. I don't -- can't see how the two in Florida
7 would help any. I believe that these other bases are more
8 likely to be a good idea.

9 COL. POWERS. Next, Kathleen Register.

10 MS. REGISTER: Hi. Kathleen Register,

11 R-E-G-I-S-T-E-R. I too, regret that the citizens here
12 tonight can't publicly ask questions.

13 I live along Sayler's Creek in Prince Edward
14 County where we already have frequent flyovers of U.S. Air
15 Force F-15's as well as U.S. Navy F-18's. They fly along
16 the creek bed going to and from the Appomattox River. I
17 would like to see that the EIS include total MOA use, not
18 just of Air Force, but also the Navy. We're not just
19 looking at increasing the use by one branch of the service,
20 but we need to add to what's already happening in the other
21 branches of the service.

22 I would also like to learn more about the
23 air pollution ramifications of the F-22, since the newspaper
24 implied more pollution below mixing levels.

25 I'm hoping that the environmental impact

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008021

statement will explore the total impact. We already have good air quality here. And we're going to continue to have good air quality here if we protect it. Thank you very much.

COL. POWERS: Next, Douglas M. Young. 008022

MR. YOUNG: Yes. I would just suggest, I'm pretty aware that most people here are opposed to this and I would suggest that you tell your neighbors about this, take one of these sheets and make sure that they fill it out before June 10; that you write Virgil Goode, your Congressman and express your opposition to this; that you write to Senators Warner and Allen, in spite of their conservatism, if they hear from enough people -- that you talk to the local people here, the local governing people who didn't show up for this and tell them that you're opposed to this.

I think we've all had experience with the F-15 when it was flying in the past here and we know the noise factors and we don't like it and don't want it and don't want to have anything to do with this kind of thing. So we have to get together and we have to fight and we have to write our Congressmen and we have to do those kinds of things and make the effort to see that this doesn't happen to us.

COL. POWERS: Thank you. Next, David Wood.

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008023

MR. WOOD: I don't think I need to spell my name, but it's W-O-O-D. We're not allowed to ask questions, but my concern is they keep talking advantages to the Langley area financially. What are we to gain? Nothing.

And my other question is air safety. I have a small runway in the area. Planes are constantly flying over and around this area. And I'm concerned when I take off and land that I may have a collision with one of them.

But we can't ask questions whether it is safe or not, so, please, write to your Congressman, contact them using e-mail, or any elected official to voice your opinion. Thank you.

COL. POWERS: Next, Barbara Lietzke.

MS. LIETZKE: I live in Prince Edward County. I live in a fly zone area. It's not a real big one right now.

However, we have a small pond. It's not too small, but it's a small pond. The airplanes at the present time fly 10 feet over the top of -- between 10 and 20 feet over the top of our trees. They have shaken our house. Like you said, you cannot hear on the phone. You cannot hear the television. You cannot talk to anyone when they come over.

I used to have animals; chickens. They would not produce eggs for two or three days afterwards.

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008024

1 Therefore, any farmer in the area will not receive any
2 production from their eggs. I don't know about cows, but 218
3 there are a lot of dairy farms in our area that probably
4 will upset the production of milk. Especially in Prince
5 Edward County there are a lot of dairy farms.

6 I know that in the past, not over where I
7 live, but in a nearby area, a house was knocked off its
8 foundation. All the windows in the area were shattered.
9 The people had to take the Air Force to court in order to
10 get them to pay to put the house back on the foundation
11 because it was condemned, because of the planes going over
12 top of the house and knocking it off its foundation making
13 it not livable.

14 I know I have cats and I used to have a dog.
15 It absolutely terrified them. If you have small children,
16 it will wake them up. They come over day, night. They've
17 come over 10:00, 11:00 now at our house that's happened.

18 And I would like to make a suggestion since
19 we're not allowed to ask questions here, I have a number of
20 questions I would like to ask, that when this is over, if
21 everyone would meet out there where we are allowed to ask
22 questions and, please, wait and hear their answers.

23 COL. POWERS: George Welch. 008025

24 MR. WELCH: Good evening. My name is George
25 Welch. I will read my comments to preclude any error in

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008025

1 transcription or interpretation.

2 I live in the Pamplin area. I'm opposed to
3 any extension or expansion of military operational area in 219
4 Prince Edward, Charlotte, and Appomattox County. I'm a
5 retired Army Aviator and recognize that there must be air
6 space available in which military aviators can train.

7 I also recognize that each time military
8 operations must be conducted in a safe and responsible
9 manner. Although I was not living in Pamplin at the time, I
10 was a landowner in the Pamplin area in 1989 the Air Force
11 conducted operations in that area that resulted in a great
12 deal of damage.

13 The dwelling on my property was seriously
14 damaged. While Air Force representatives on the ground
15 immediately after the incident demonstrated remorse and a
16 willingness to correct the damages. Subsequent actions by
17 the Air Force did not follow through with those attitudes
18 portrayed at the onset.

19 Damage control was left to legal agencies
20 who took a procurement approach to rectifying damage that
21 was done rather than trying to determine in an orderly and
22 factual manner the damage that was done. They sought
23 estimates such as Grants Glass who specialize in special
24 areas of construction and who neglected to note structural
25 wood and masonry damage.

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008025

1 As a result of these incorrect estimates,
2 compensation was neither fair nor equitable. Even though
3 legitimate estimates, such as the one I received from a
4 local contractor, was deficient to portray the true damages
5 because it's virtually impossible to determine internal
6 structural damage without dismantling some of the structure.
7 I was not willing to allow this to happen. The Air Force's
8 approach to using the lowest bidder for damage compensation
9 was neither fair nor responsible.

10 Safety theory would preclude naming what
11 happened in that area. An accident, since an accident is
12 something which cannot be prevented. Even in the case of an
13 accident, I feel that the agency, or the individual, should
14 be responsible. And in the case of the incident, which is
15 an accident, I would certainly expect the agency involved to
16 be proactive in correcting the problems created by that
17 agency. The irresponsible military actions by the air crew
18 members and the subsequent fixation on the lowest bidder
19 approach by the legal agencies within the Air Force,
20 indicate that there was little intent or effort to conduct
21 damage control in a responsible manner.

22 I've currently settled in Pamplin and intend
23 to remain there for the rest of my life. I feel that I
24 should be protected from reoccurrence of these actions that
25 have taken place in the past. As I see it, the only way to

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008025

1 do so is limit the MOA.

2 Because of that incident and subsequent
3 attitudes by the Air Force staff, I'm opposed to extending
4 or enlarging the MOA in the Prince Edward County area. Many
5 of the affected residents remain. However, I doubt anyone
6 involved in the military side remains in place with
7 institutional knowledge or the will to preclude this type of
8 incident.

9 MR. POWER: Thank you. The last card I have
10 is Virginia Welch.

11 MS. WELCH: I'll write my comments.

12 COL. POWERS: Is there anybody else who
13 would like to fill out a card and speak? Okay. Is there
14 anybody else who would like to speak?

15 SGT. WALSTON: Ladies and gentlemen, there
16 were several of you that had questions. We will be here
17 after the meeting. If you have a question, we will do our
18 best to try and answer all of your questions.

19 COL. POWERS: Ladies and gentlemen, that
20 concludes this portion of the hearing; the public comment
21 portion. I want to thank you for your participation and
22 input. And, please, remember that the public comment period
23 for the F-22 Draft EIS will extend through June 10, 2001 and
24 you can send your comments to the address shown.

25 The public hearing is adjourned.

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Initial F-22 Operational Wing Beddown Final EIS

1 ALASKA PUBLIC HEARING TRANSCRIPTS
2 (transcribed from tape recordings)

3 ANCHORAGE, MONDAY, MAY 14, 2001, 7:02 pm

4 **David Carter:**

008026

5 • Obviously Langley is the preferred alternative. What is] 221
6 the second likeliest location?

7 • How many aircraft are there?] 222

8 • This is probably a likely location at some future point in] 223
9 time for a squadron.

10 • This aircraft is noisier than the F-15s. How much noisier] 224
11 - decibel range?

12 • Why is Langley the preferred location?] 225

13 **Annie Dunham:**

008027

14 • I'm here to support every fighter jet that can come to our
15 area. I love to hear them. I live by Elmendorf, and I
16 cannot understand anyone who would object to that sound. I
17 love them.

18 **Hartmut Fluntke:**

008028

19 • How many years do they say you can fly the F-15 before it] 226
20 is damaged?

21 • How many missiles can you carry?] 227

22 • What is the distance the aircraft can fly?] 228
Anchorage, Alaska Public Hearing Tape Transcripts Page 1

008028

1 • Can it be fueled in the air?] 229

2 • Is the idea that Canada would be involved later?] 230

3 **Theodore Dean:**

008029

4 • What would happen with the F-15s at Elmendorf in the event] 231
5 of the F-22 beddown here?

6 **Charles Wilson:**

008030

7 • I've been an Anchorage resident for 20 years, and I'd like
8 to say that the military's been an excellent neighbor. And
9 if you did decide to locate a squadron up here, I believe
10 they would be well received by the community.

11 **Patrick LeMay:**

008031

12 • How was the magical number of three squadrons chosen for] 232
13 this first deployment?

14 • Since the model's set for three squadrons at Langley,] 233
15 wouldn't that carry through to the rest of the air bases?
16 Or would they just be staffed with two?

17 END OF ANCHORAGE, MAY 14, 2001

Anchorage, Alaska Public Hearing Tape Transcripts

Page 2

Initial F-22 Operational Wing Beddown Final EIS

ALASKA PUBLIC HEARING TRANSCRIPTS

(transcribed from tape recordings)

McGRATH, MAY 16, 2001, 1:00 PM

Paul Ladegard:

008032

- Are they still going to have the recovery bases in Galena and King Salmon? So there'll be an impact there?

] 234

Benjamin Cox:

008033

- What are they going to do about wildlife?
- Well, in the first place, we don't have any animals left around here, and there's no fish, so there's not very much damage you can do at this point. Your already flying over the moose up there. Animals adapt.

] 235

- Why is that so?

Tom Parker:

008034

- They're not doing away with the F-15? Are they?
- Is the AWACS always up when the F-15s are running? How about with the F-22s?

] 236

] 237

- Will they coordinate with the Anchorage center on low-level runs?

] 238

END OF McGRATH, MAY 16, 2001

Alaska Public Hearing Tape Transcripts

Page 1

T8

1

PUBLIC HEARING

RE: INITIAL F-22 OPERATIONAL WING BEDDOWN
ENVIRONMENTAL IMPACT STATEMENT

Taken in the above styled matter, pursuant to Notice on the 21st day of May, 2001, commencing at approximately 6:00 p.m. at the Gulf Coast Community College, Conference Center, 2nd Floor Student Union Building, 5230 W. Highway 98, Panama City, Florida.

Reported by:

SHARON M. STILL, Court Reporter

ACCURATE COURT REPORTERS, INC.
818 JENKS AVENUE
PANAMA CITY, FLORIDA 32401
(850) 785-2602

25

Yes, sir.

MAJOR DOTY:

Yes, sir.

BY COLONEL MICHAEL:

You've concluded your comments. Thank you.

I believe... do we have one or two cards? We'll keep moving right along. I have a card, Mr. Gerry Clemons, if you would like to speak, you may, sir.

PUBLIC COMMENTS

MAYOR GERRY CLEMONS:

008035

On the basis of what I heard, I'm satisfied that there are no environmental problems. I'm the Mayor of Panama City and I'm satisfied with what's been presented and that there are no environmental threat or any other kind of threat to our community.

BY COLONEL MICHAEL:

Thank you, sir. That's the only card I've received. Again, if anyone wishes to speak I will entertain and allow them to speak if they fill in a card. If not the hearing will be over and you can pose questions, again, to Major Doty or Ms. Cook.

Is there anyone else that would like to make any comments based upon what they've heard so far this evening?

(PAUSE)

ACCURATE COURT REPORTERS, INC.
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T9

1

PUBLIC HEARING
for the
INITIAL F-22 OPERATIONAL WING BEDDOWN
ENVIRONMENTAL IMPACT STATEMENT

TRANSCRIPT OF PROCEEDINGS

7:00 p.m., May 22, 2001

Okaloosa-Walton Community College
Fort Walton Beach Campus, Building 8
1170 Martin Luther King Jr. Boulevard
Fort Walton Beach, Florida

Before: Colonel Gregory Michael
Hearing Officer

APPEARANCES

FOR THE AIR FORCE:

Ms. Brenda Cook
SMSgt Kevin Walston
Major Garth Doty

FOR SAIC:

Ms. Kathy Rose
Ms. Sheri Freeman

Court Reporter: Sharon Meehan

Sharon Meehan Court Reporting
P.O. Box 4501
Ft. Walton Beach, FL 32549-4501



21

1 see it published in the Final Environmental Impact
2 Statement.

3 Ordinarily at this time, I would go through
4 procedures concerning how much time speakers can
5 take. Since we apparently have only one individual, I
6 will allow Mr. Henning to step up if he wishes here or
7 at some location. We want to make sure we can hear
8 you. If you can speak loudly from that point, sir,
9 feel free again to stand, identify yourself for the
10 record and state what you would like. 008036

11 MR. HENNING: Good evening. I want to thank you
12 for giving me this opportunity to speak. My name is
13 Richard Henning. It's spelled H-E-N-N-I-N-G. I live
14 in Niceville, Florida, approximately two miles from
15 the approach end of runway one nine. I have aircraft
16 flying over my home day and night. And I also
17 consider myself to be a hard-core environmentalist.

18 That being said, I am one hundred and ten
19 percent, as John Glenn would say, in favor of the F-22
20 coming to Eglin Air Force Base. And the primary
21 reasons, forgetting all other reasons, such as a
22 genuine patriotism and the fact that this aircraft is
23 needed by the Air Force in the 21st Century, but
24 forgetting all that and just certainly addressing the
25 environmental aspects of it, the Eglin Air Force Base

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008036

1 Reservation comprises seven hundred and twenty-nine
2 square miles of largely undisturbed environmental
3 habitats. And it represents one of the last vestiges
4 of habitat that has not been disturbed by development
5 in northwest Florida.

6 Any program which helps to ensure the further
7 existence of Eglin Air Force Base in today's rounds of
8 base closings that we endure every few years is good
9 for the environment of northwest Florida. Any
10 environmentalist who fights the F-22 coming to Eglin
11 Air Force Base is not looking at the big picture, the
12 big picture being that seven hundred and twenty-nine
13 square miles of land, which includes some forests and
14 some other habitats that, again, are unique to
15 northwest Florida.

16 So in short and in summation, the F-22 is good
17 for the future of Eglin Air Force Base. It's good for
18 the future of this area. And because of that, there
19 is a certain synergy between the Air Force and the
20 environmental cause in this area. And I strongly
21 support the F-22 coming to Eglin Air Force Base for
22 that reason.

23 That's all I have to say.

24 COLONEL MICHAEL: Thank you very much,
25 Mr. Henning. Mr. Henning was the only person who

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Initial F-22 Operational Wing Beddown Final EIS

ALASKA PUBLIC HEARING TRANSCRIPTS

(transcribed from tape recordings)

FAIRBANKS, TUESDAY, MAY 22, 2001, 6:30 pm

Tom George:

008037

- Are there plans to produce additional aircraft beyond one wing? And if so, do you have to repeat this process all over again? Or can you go down the list of places, at least, that were covered in this EIS and not have to invest that much resources to do it all over again? Do you have to use the five locations that are covered under this EIS?

239

- How noisy are these aircraft in comparison to the F-15s they will be replacing?

240

- For what types of operations would they [F-22s] be found at lower altitudes? In the area where there might be conflicts with general aviation aircraft?

241

242

- The F-15 is, what, 20 years old and will be 26 at the time these come in. Now does that mean that all the airframes are that old? Have we continued to build new through time?

END OF FAIRBANKS, MAY 22, 2001

PUBLIC HEARING FOR THE INITIAL F22 OPERATIONAL WING BEDDOWN ENVIRONMENTAL IMPACT STATEMENT

DATE: May 24, 2001

LOCATION: Thomas Nelson Community College,
Moore Hall.
Hampton, Virginia

PRESIDING OFFICER: Colonel Mary Boone

PRESENTATIONS BY: Lt. Col. Art McGettrick
Brenda Cook

Initial F-22 Operational Wing Beddown Final EIS

23

1 with, from the Chamber of Commerce, is it Paul
2 Garman?

008038

3 MR. GARMAN: Good evening. My name
4 is Paul Garman. I am Chairman of the Military
5 Affairs Council for the Virginia Peninsula, and also
6 a Chairman Elect of the Chamber of Commerce.

7 The Chamber will be submitting a
8 formal, written, and signed resolution that we
9 adopted today in support of the updating of the
10 facilities to bring the F22 on line; and more
11 importantly, bringing them here to Langley. We are
12 one hundred percent behind you, and we encourage you
13 to go forward and begin this process here at Langley
14 Air Force Base.

15 Thank you.

16 COLONEL BOONE: At this time, Dr.
17 Linwood W. Johnson.

008039

18 DR. JOHNSON: My name is Linwood W.
19 Johnson. I'm a candidate for the Fourth
20 Congressional District in Virginia, and my concern is
21 because I'm working with the other group at Pentress,
22 how this will affect -- will affect the citizens.
23 We're looking at the noise level, and not only that,
24 how it will affect and build jobs in this community.
25 Basically we believe in a strong defense, and we must

243

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24

008039

1 have a strong defense, and my point is that the
2 military, along with the citizens, can work together
3 as a team in making this work because we need this in
4 this area. But there are some concerns about the
5 waste environment, and also in the Fourth District,
6 in Farmville, about the training exercises that will
7 be held there.

244

8 But looking at the report, and if we
9 can stay with that report, and if everything is
10 working as that report is, then I don't see any
11 problems with this in this area, but it's going to
12 take some time and working together because there are
13 going to be some give and take situations.

14 The jobs are important to
15 materialize in this area, as well as other things.
16 But the main thing is if we follow the course that is
17 given to us by the military, and I would like to
18 suggest that there be a panel made up of civilians,
19 environment, and the military, before they make a
20 final decision for this area. I think if we do that,
21 we can work together and make this work.

245

22 Thank you.

23 COLONEL BOONE: Thank you. George
24 H. Bergdoll, Senior.
25

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25

MR. BERGDOLL: I'm George H.

008040

Bergdoll, Senior, B-E-R-G-D-O-L-L. I'm very much in favor of the Operational Wing being stationed at Air Combat Command. I believe there's no more significance to this new 21st Century fighter than to be stationed at Langley. And I think we need to look at the economic impact when the F15's are phased out. We need another aircraft to continue the economic impact to the Hampton Roads area of the military personnel, and the civilian support personnel.

Thank you.

008041

COLONEL BOONE: Michael D. Butler.

MR. BUTLER: I'm Michael Butler,

B-U-T-L-E-R, and I think what a lot of people have as a problem is the noise, and half the time the jets are just flying overhead and trying to get into some sort of landing pattern or whatever, and it's a daily, constant problem. And if they would just do like they do on Sundays and land the planes, I don't think there would be that much of a problem.

Thank you.

COLONEL BOONE: Don Schindel

008042

MR. SCHINDEL: Yes, I'm Don

Schindel, S-C-H-I-N-D-E-L, and I'm representing the Runningman Community Association. It's a group of

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008042

400-plus homes as we speak, with another 100-some homes being developed currently in and around the base. One of our concerns is the fact that there is no known noise level associated at this point, or at least published, relative to the F22 in comparison to the 15 and the 18. And we consistently have patterns coming over our neighborhood, and on several occasions, they've indicated those noise levels could be as much as twice as loud as the current noise level that the F15 has.

We also noted that although there's

going to be a decrease of acreage in the EIS as far as the noise level, that's really predominantly the result of a thousand-plus acres in the 65 to 70 decibel level; but when you look at it from the total number of acreage, you've got over 600 acres in the 75 to 85-plus decibel levels that are going to be affected by this. And I notice, also, that you have a noise map program that was utilized; and again, we don't know how that was affected, as far as coming up with the contours.

And we also wanted to know whether or not any actual readings were accomplished in the various zones, so the current readings could then be compared to the new readings that you get with new

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Initial F-22 Operational Wing Beddown Final EIS

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008042

1 aircraft noise levels when the engines and everything
2 in the airplanes is operational.

3 We definitely are a community of
4 military people, as well as others that are in
5 support of Langley. We'd like to see it work, and we
6 want to also make sure, though, that the
7 considerations are taken to ensure that we manage the
8 noise effectively. And in the current traffic
9 patterns, if the noise level of the F22 is twice as
10 loud as the F15, then our concerns would be how would
11 that impact the quality of life for the people living
12 in that particular area.

252

13 So those are just some of the
14 concerns that we have, and since we don't know
15 certain values and factors, it's hard for us to make
16 an assessment as to what the true impact will be.

17 Thank you.

18 COLONEL BOONE: I have no other
19 cards, so is there anyone else that wants to speak
20 that hasn't filled out a card? Okay. Can we get --
21 could you please again identify and spell your name.

008043

22 MR. BECKER: I'm Oswald G. Becker,
23 B-E-C-K-E-R. I live over in Hampton Woods, and I'm
24 very familiar with the operation of the Air Force.
25 The approaches do not bother me all that much, but

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008043

1 the departures definitely put a cramp in my
2 lifestyle. Now I'm seeing that the F22 is a much
3 more sophisticated weapon, it has higher capability,
4 therefore, I will say it will produce more noise, and
5 also more vibrations.

6 I have a porcelain statute sitting
7 on one of my shelves, and when I go on vacation, I
8 lay it down because the vibrations will move that
9 little statute off the shelf.

10 Also, by adding six more aircraft,
11 and also -- or putting in the air-to-ground
12 environment, I assume that there will be much more of
13 a training required. I would like to know how much
14 that would -- mainly on the departures, and on the
15 flights, will increase. And also your night flying
16 requirements after ten o'clock is really a bear. You
17 know, I used to do aircraft scheduling, and I'm very
18 aware of it.

254

255

19 Thank you.

20 COLONEL BOONE: If there's no one
21 else, what we're going to do is conclude the public
22 hearing. I appreciate all your participation.

23 Again, just a reminder, that any
24 written responses that you want to make to this Draft
25 EIS need to be submitted through the 10th of June

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Initial F-22 Operational Wing Beddown Final EIS

ALASKA PUBLIC HEARING TRANSCRIPTS

(transcribed from tape recordings)

WASILLA, MONDAY, MAY 29, 2001, 7:00 pm

James Connolly:

008044

- I'm still formulating and processing all this, but it seems to me that with your new planes coming in, do they come up quicker and higher? What I'm concerned about, my personal thing here is that I'm living out at Big Lake. I'm getting a lot of noise from the airplanes out there. Eight years ago I talked to the commander on the base, a real nice guy. He moves over in the corridor next to the civilian corridor. And they fly there for a year or two, until a new commander comes in and says "I'm flying back this way." So I'm stuck again. And I've been fighting with them for quite awhile, and all I want them to do is to get them to move over. Now with these new guys coming in, it sounds like it wouldn't matter if they moved it or not, because they're going to come up and get high. So more likely I wouldn't be hearing those.

- That kind of mission is to see that - if you would explore options. And I got stonewalled down there. They weren't even going to explore other options.

- But as the corridors are - I know that there's levels and defined widths that you have to follow. The FAA came out with some pilots one time and we all talked it over. And a couple pilots said, "Well, what do you want us to do? Just quit flying over?" I said, "Well, yes. Because people

Wasilla, Alaska Public Hearing Tape Transcripts

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008044

live down there and there's a better option." And he looked at me and said, "Well, we haven't thought about that." But the real thing is, I think, is just take it to the left and go out that corridor, which would be less noise pollution with a bigger foundation of people.

- But do they go on noise pollution? Is that a viable gripe? I know in the States, in some places it is.

- We did do that. We accomplished it at one time. Got them to move over in the corridor. But then when it changed command, they got to looking, I guess, and said, "Hey, why the hell are we flying over here?"

- I don't know whether it is hard for you folks to come up close to a line.

- I know OSHA has certain boundaries for noise decibels that were considered pollution. Now I don't know how you guys get into that picture.

- And whose stipulation is that?

- So they've all come to agree on that?

- I just wondered if the decibel rating is going to be a factor in any of these places that you select, Idaho, Florida or Virginia?

- I'm just concerned about the noise level because our politicians don't even know what noise pollution is. Why not build a base out in the interior of Alaska and then

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Initial F-22 Operational Wing Beddown Final EIS

008044

1 just forget about all the rest of it? It would probably be 261
2 cheaper in the long run and get it done quicker.

3 • Is the strategic idea important?

4 Renee Schneider: 008045

5 • How many F-22s are active right now? And where are they? 262

6 • Why didn't they just put one F-22 at each of the designated 263
7 Air Force bases?

8 • Eventually the F-22, to replace the F-15, they'll be all 264
9 over the United States?

10 Mr. Hanson: 008046

11 • I have a problem when the military has to come to ask the
12 public what they think about "what we have to do in order
13 to protect you." The public seems to forget about what the
14 military has done for us, until there's a crisis. Then
15 they want the military there to protect us.

16 Ms. Hanson: 008047

17 • I'm embarrassed today that this community is not here
18 supporting you. We'd love to see you in Alaska.

19 • Saturday when we were out at the farm here at Point
20 MacKenzie, we heard a big boom. That's unusual. We've
21 been out here two years and I've probably heard a military
22 aircraft twice.

23 END OF WASILLA, MAY 29, 2001

Wasilla, Alaska Public Hearing Tape Transcripts

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ALASKA PUBLIC HEARING TRANSCRIPTS

(transcribed from notes)

3 Eagle, May 21, 2001, 1:00 PM

4 Ann Mallard: 008048

5 • How much will the F-22 cost? 265

6 • Are you considering putting some of the planes in 266
7 Fairbanks?

8 • How much more will the F-22 fly over Eagle? 267

9 • Is the F-22 bigger than the F-15? 268

10 • How many F-22's will the Air Force build? 269

11 • The kids remembered you coming to the school last year.
12 They really liked the posters and other stuff you handed
13 out.

14 • How come if the plane is newer there will be more noise? 270

15 • Why is Langley the preferred location? 271

16 • Will there be more jobs associated with the F-22? 272

17 • Have you (Col. Fee) flown the F-22?

18 • When are you (Col. Fee) moving to Alaska?

19 • Where do you (Col. Fee) live now?

20 • Can you (Col. Fee) tell the children how to become a
21 fighter pilot?

22 End of Eagle, May 21, 2001

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Initial F-22 Operational Wing Beddown Final EIS

1 ALASKA PUBLIC HEARING TRANSCRIPTS
2 (transcribed from tape recordings)

3 TALKEETNA, ALASKA WEDNESDAY MAY 24, 6:30 pm

4 Janice Sykes:

008049

- 5 • How high will it [sonic booms] be?] 273
- 6 • So when the aircraft flies at 40,000 feet, sometimes you'll] 274
- 7 hear the sonic booms and sometimes you won't?
- 8 • How many F-15 squadrons are there at Elmendorf?] 275
- 9 • So these are net numbers [30 airplanes] and not the total] 276
- 10 number of aircraft?
- 11 • I think I don't really understand about the sonic booms.
- 12 If the number increases to one per day over Sleetmute, is
- 13 the Susitna MOA not on that list?
- 14 • Did you say that there would be no supersonic flights under] 277
- 15 the Susitna MOA?
- 16 • And I don't think we really get any [sonic booms] do we?

17 Nancy Sutton:

008050

- 18 • So Langley is, like, the number one choice right now? Does
- 19 it look like it's probably going to go there anyway?
- 20 • Are they are actually going to have to look at the other] 278
- 21 alternatives or is it more than likely its going to go down
- 22 there? Will Langley lose personnel because the F-22 is] 279
- 23 more efficient?

24 END OF TALKEETNA ALASKA MAY 24, 2001 PUBLIC HEARING

Talkeetna, Alaska Public Hearing Tape Transcripts

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1 ALASKA PUBLIC HEARING TRANSCRIPTS
2 (transcribed from tape recordings)

3 DILLINGHAM, ALASKA MAY 30, 2001, 6:00 pm

4 John Fulton:

008051

- 5 • Who's writing that - who gets to write that environmental] 280
- 6 impact statement.
- 7 • You said that some of the airplanes around the world that] 281
- 8 are being built by other countries are getting better and
- 9 better, and some of those on the open market that are being
- 10 sold worldwide are able to outpace what we have in the F15
- 11 today. Is that in speed, the firepower it can pack, and
- 12 weight?
- 13 • So you're going from location to location?] 282
- 14 • Are they any noisier than the F-15?] 283
- 15 • Will there be more sonic booms?] 284
- 16 • I think it would be a good thing. I think Elmendorf makes
- 17 a lot of sense to me.
- 18 • For the next wing, do you move down the list, do we become] 285
- 19 the number one spot?
- 20 • So all of these other F-15s around the country, how soon] 286
- 21 will they get replaced?

22 END OF DILLINGHAM, ALASKA MAY 30, 2001

Dillingham, Alaska Public Hearing Tape Transcripts

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Initial F-22 Operational Wing Beddown Final EIS

ALASKA PUBLIC HEARING TRANSCRIPTS

(transcribed from notes)

CHALKYITSIK, MAY 17, 2001, 1:00 PM

James Nathaniel:

008052

- 1 • What are they going to do with the existing F-15's?] 287
- 2 • How many F-22's will come to Alaska?] 288
- 3 • How safe is refueling in the air? Will the environment be] 289
- 4 harmed?]
- 5 • You came to Chalkyitsik in the fall. Why haven't you gone] 290
- 6 to the other 8 villages in the area?]
- 7 • What is the speed of the F-22?] 291
- 8 • What kind of features does the new plane have?] 292
- 9 • How often do you do training runs in this area?] 293
- 10 • We didn't know about the meeting. More people would have] 294
- 11 come.]
- 12 • How much do they cost?] 295
- 13 • Is the Army, Marines or Navy buying any?]
- 14 • Do you still have a base at Mountain Home?] 296
- 15 • Can you land on our airstrip?] 297
- 16 • How do they land on ships?]
- 17 • What kind of aircraft do they have on carriers?]

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008052

- 1 • How many fighters do they carry on a carrier?

2 Patricia Salmon:

008053

- 3 • Do you ever do air shows on the 4th of July?

4 Ed McKeown:

008054

- 5 • What is the size of the aircraft?] 298

6 END OF CHALKYITSIK, MAY 17, 2001

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Initial F-22 Operational Wing Beddown Final EIS

ALASKA PUBLIC HEARING TRANSCRIPTS
(transcribed from tape recordings)

DELTA JUNCTION, WEDNESDAY MAY 23, 6:30 pm

Nat Kenney:

008055

- Are they considering at all making the F-15 into something like the wild weasel?
- Does it have ground following radar capabilities?
- What is the impact of the F-15s, since all of them are F-15 bases now. But you are going to come in with the 22's, so what's the difference between the two as far as environmental concerns, and as far as sonic booms are concerned?
- Any difference between the F-15 and F-22 in Anchorage, with all the traffic in and out of there with commercial airlines and transport and everything like that, so they're in competition pretty closely. So that's the only thing, that they could have a problem.
- You take these comments and everything from people across the country, but when you come up here to Alaska, you're just not impacting people in the same way. Out there, you are talking to many people. Around here, there's only about 500,000 to 600,000 people in Alaska. And same with Mountain Home, its 40 miles away from Boise. I could see where those two places wouldn't have any environmental impacts compared to the other places, because you're only affecting a small amount of people.

299

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301

Delta Junction, Alaska Public Hearing Tape Transcripts

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008055

- So it would be safer in Alaska and Mountain Home, Idaho than in other places, you won't have that many people complain. I think that's the way to go.
- So the impacts, especially to businesses will be in Anchorage. It won't really affect us up here, or in Fairbanks.

302

303

Russell Bowdre:

008056

- Did you get a lot of complaints about the animals and the sonic booms?
- You know, I raise cattle and we've probably averaged two or three sonic booms over my place last week. And they don't bother my cattle, we probably have some of the best moose hunting in the whole state here. I don't see how it bothers the moose population at all. Some people are trying to make a lot out of that, but raising cattle, it doesn't bother their reproduction or their ability to graze. When my kids are riding their horses right under the sonic boom, the horse may jump a little bit, but I think that's an area that has been blown way out of proportion, as far as the effect of sonic booms on wildlife.
- Will there be any changes in the rules for take-offs and landings?

304

305

Russell Bowdre:

008057

- I'm just looking at the overall operation of what you're doing and I have to comment I believe economically and efficiently that the airplane would be better off at Eielson Air Force base or Fort Greely than any place else

306

Delta Junction, Alaska Public Hearing Tape Transcripts

Page 2

008057

1 you can put it. Because of the support you have to have for
2 the airplane, and the support it here. No matter where you
3 put those airplanes, even if you put them in Florida, they
4 are going to come here to train part of the time. So
5 everything that's needed for the support and training of
6 the airplane is in our area, logistically, economically,
7 any way you want to look at it. If they rebuilt the runways
8 out here, there's no reason the airplane couldn't operate
9 out here. They could do it now with the runways out here.
10 I maintained those runways for a long time. Eielson has a
11 road and all the facilities they need for the airplane.
12 There's a refinery right outside to make sure they have
13 plenty of fuel. We are in the process of putting a
14 refinery at the other side of Fort Greely right now. So
15 fuel, logistically, is not a problem. We have a pipeline
16 right here. And as far as supporting the aircraft in the
17 area, sending the aircraft any place else in the world, you
18 are going to have to go over the pole anyway, to get to the
19 far east or the near east or any place else. I don't
20 understand the reasoning behind Langley being a good place
21 to land it, but feasibility, it's not for the airplane.

23 END OF DELTA JUNCTION MAY 23, 2001

ALASKA PUBLIC HEARING TRANSCRIPTS

(transcribed from tape recordings)

CENTRAL, MAY 21, 2001, 6:00 PM

Dee Walters:

008058

- I can think of the domesticated animals with those sonic booms, even before kids, the domesticated animal will run or hide to what they considered a safe place. If the domesticated animal does that then I'm sure the wild animals do the same. You know any domesticated animal I've had, will hide even before the sonic boom hits. I always knew when one would hit because my animals would go hide.

307

Robert Cacy:

008059

- If you replace two existing F-15Cs squadrons and one F-22 squadron, where does the 30 aircraft come from?
- From our viewpoint, of being individuals who live here on the ground, our reaction to environmental is what is the noise disturbance, the sonic for one, that affects people, that affects animals, that affects moose, caribou, bear or anything else. For instance, we would like to say we don't want to hear a sound out of the aircraft for the next six weeks, even cut it down to 30 days. The reason: the moose are now dropping their calves and I assure you, that a pregnant moose doesn't have a chance to attend the meeting and she's going to be highly disturbed when that sonic boom goes off. And so we are speaking for the environment on the ground and that's why my wife and I are here tonight. We see nothing so far that says, what have you studied to see what the effect was on the ground?

308

309

Initial F-22 Operational Wing Beddown Final EIS

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- 1 • Because of where we live, our buildings are built like a
2 drum. When the sonic boom hit my house a man was sitting
3 in a chair, the man reacted like you can't believe. He
4 says this chair left the floor. When a sonic boom hits
5 this building it's gonna go bam, like that. We are not
6 sitting on the ground because we're living on permafrost,
7 so we're suspended differently than the house downtown.
8 We're not talking about the sound of the sonic boom, we're
9 talking about the effect of that sonic boom. 310
- 10 • My dog knew the difference between the mail plane and a jet
11 aircraft and would go hide under the bed long before I knew
12 there was a jet aircraft coming versus another. They could
13 tell the difference. They could probably tell you when
14 they get a little more time: Oh, that was an F-22. They
15 feel the affects of it.
- 16 • How long can you sustain supersonic flight in one load of
17 fuel? 311
- 18 • The problem with the aircraft from those of us in the
19 environment on the ground is its tremendous speed. And
20 it's during that 45 minutes it would be in a sonic boom
21 mode that sonic boom would be rolling ahead of that
22 aircraft for that 45 minutes, and that everybody who passed
23 on the street would feel or hear the affects of that sonic
24 boom. 312
- 25 • I would ask that the military pick an area in this valley,
26 which generally has a fairly good population of moose, and
27 do a field study in the summertime when there's some sonic
28 booms going on from this jet-type aircraft. Our own Alaska
29 division that reviews the wildlife did not review this 313

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Page2

008059

- 1 valley so far as when the moose were dropping their cows
2 last year. Somebody ought to take a look at it and find
3 out. Because if we're going to have more sonic booms here,
4 then we ought to see what's happening.
- 5 • I don't like the word negligible used in any sense. I
6 don't think that there's a negligible amount of anything to
7 be considered in the factor of something happening. In
8 this case I don't think its been done completely all the
9 way through. You worked from the air down you didn't work
10 from the ground up in my opinion. And so my last question
11 is how long did the environmental statement take to do on
12 this project? I would like to see information on that. 314
- 13 I don't see anything here to tell me or show me what you
14 have done to prove that in fact you have gone out in the
15 field here or in the areas of locations in which you plan
16 on doing these over flights. And occur even more
17 disturbance to the other wildlife and our state, and this
18 is you know one of the last wild frontiers. I would hate
19 to see this turned into Langley Air Force Base or Virginia
20 or where ever else you have the large population that don't
21 have wild or scenic areas.
- 22 • I can't believe that somebody could do a study in 15 months
23 - totally answer all of the environmental impacts to any
24 area, outside the area that you live in. 315
- 25 **Mac Carter:** 008060
- 26 • In the last 30 days we have had four sonic booms. And
27 granted we don't get them every month, but you know does 316

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008060

1 somebody roll the dice and say well lets make it nine? Or 316
2 what?

3 • Is this a determination by somebody saying this is how many 317
4 we're going to do additional a month. Or are they taking
5 into account the environmental impact to wildlife, and the
6 dogs in my backyard that howl and yelp and run whenever
7 there is a sonic boom over my head, and the sonic boom
8 shakes my entire house and knocks things off the wall. It
9 doesn't make a difference what altitude you're at, a sonic
10 boom is a sonic boom. And it's going to do damage of some 318
11 kind, whether it's the hearing of an animal or hearing of
12 just a human. I live out here because of the silence and
13 the ability to be out in the wild and not have to put up
14 with a magnitude of sonic booms. The reason why you don't
15 have a bigger turn out is because nobody feels you're going
16 to listen to us, nobody. I don't see a necessity for these
17 aircraft when you've got 2/3 of the earth covered with
18 water and you have to do this over a populated ground. And
19 particularly sonic booms, it's just not necessary. Its not
20 necessary when you've got more water on the earth where
21 there is no people populating it that you could do this
22 kind of operational stuff over. How long has the
23 environmental impact statement been going on this? When
24 did this start? How long will you proceed before this goes
25 on line? And I don't believe there that are no impacts in 319
26 my area as far as the children, because the children in
27 this school jumped the day that sonic boom hit so hard and
28 shook my house.

29 • Where did they do the scientific research, the city of 320
30 Washington D.C.?

008060

1 • Well, that's if they stay up there at 30 or 40,000 feet? 321
2 What's to day they are going to that?

3 • But your not always going to be flying at 30 or 40,000
4 feet?

5 • Let me guess. You got a very positive reception in
6 Anchorage, is that correct?

7 • Well see it's all well and fine that you plant it there,
8 because you're not going to be flying the aircraft there,
9 your going to be flying it out there over us. We're the
10 ones who are going to get the bigger effect

11 • Well on a military base yes, you're going to get an effect.

12 • But those people choose to live there too. I choose to
13 live out here where I can and shouldn't have to put up with
14 this listening to it, that's my point.

15 • I do weather reporting. I know the mountain area. The
16 highest altitude is 3,700 feet and yet they lied to me and
17 told me they were not at that level. You can't sit here
18 and tell me that your pilots are going be at 20, 30,000 or 322
19 40,000 feet when I know for a fact that they're not going
20 to. And for a pilot, I know they go through a pre-briefing
21 whenever they go in, before any flight, is that true?

22 • I wrote a letter in the past because of the problems we
23 were having with the sonic booms and the aircraft flying at
24 low altitudes, to the base commander and I told them this-- 323
25 you know I'm a pilot too.

008060

1 • I'm a pilot, too and I said if I were to fly over your
2 airspace at a low altitude you'd probably take both my
3 license and my plane away from me. And I know it's a fact
4 because I would be violating your airspace at a low
5 altitude. What's the difference from violating our
6 airspace or the space of air above us that we so cherish so
7 much? We can't take your license away or your aircraft
8 away we can't do anything. I can write a letter and
9 complain about it and then have them call me a liar over
10 the phone. I know they broke the sound barrier.

324

325

11 • I was standing, in a group out by the shore one day. This
12 fighter came over at no more than 1,000 feet and straight,
13 he was coming due north. I could have read his name off
14 the door.

326

15 • You can do anything with numbers you want, anything with
16 numbers because I've played the number game myself. You
17 know well your average, your beginning and your end or
18 whatever you say are going to be the number of supersonic
19 booms you're going to hear over an individual area. You
20 know it could be 5 percent out of a thousand or something,
21 you know, to make it look good. But numbers can be
22 compiled anyway you want.

327

23 END OF CENTRAL, ALASKA MEETING

ALASKA PUBLIC HEARING TRANSCRIPTS

(transcribed from tape recordings)

3 FORT YUKON, MAY 17, 2001, 6:00 PM

4 Hans Fred James:

008061

5 • Regarding hazardous waste, you said you had to abide by
6 state regulations, but that doesn't include federally
7 controlled areas.

328

8 • Do you fly the same route every sortie?

9 Craig Fleener:

008062

10 • What kind of weapons will F-22s have?

329

11 Randall Engler:

008063

12 • Are they still making those (F-15s)?

13 • What's that big antenna on the nose?

330

14 • When those missile doors open, does it affect the speed of
15 the airplane.

331

16 • What will they do with the F-117s?

17 • Do you have research papers that you look at that (the
18 impacts on wildlife such as moose, caribou, and waterfowl)?

332

19 Clay Shaw:

008064

20 • With the new stealth technology, will there be radar
21 upgrades to radar stations?

333

22 • So it has a 20 millimeter cannon?

334

008064

1 • When you shoot missiles from a stealth aircraft, does that] 335
2 break the stealth?

008065

3 Douglas Lockhart:

4 • What would you have on there? An ELT or something?] 336

5 • What if you get shot down? Will pilots still carry the
6 same things?

7 • Did you have a lot of opposition from the Stoney MOA?] 337

8 Dale Hardy:

008066

9 • What's the range of the F-22 - is it comparable to the] 338
10 F-15?

11 END OF FORT YUKON, MAY 17, 2001

12

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1 ALASKA PUBLIC HEARING TRANSCRIPTS

2 (transcribed from tape recordings)

3 KING SALMON, ALASKA, MAY 30, 2001, 1:00 pm

4 Tommy Hammond:

008067

5 • Why such a big increase in the number of sorties that are] 339
6 required?

7 • I figure two squadrons leaving maybe get 30 plus aircraft
8 in, and the guys who keep up their training would basically
9 take about the same amount of flying, that's a pretty good
10 increase in the number of sorties.

11 • I know normally when an F-15 is coming into this airspace
12 they call the tower and let them know they're going to be
13 doing touch and go's or whatever. You know that would be
14 up to the tower if every time an airplane coming in or] 340
15 going out, if they would talk to those planes and could let
16 them know we have F-15s in the area. And they might be
17 doing that, I don't know. Will a 22 fit in F-15 hangars?] 341

18 • Is it just a one seater?

19 Janice Prentice:

008068

20 • I live in Naknek, at the other end of the road, and we get
21 far more noise from Northern Air Cargo and all of those
22 other planes flying right over our house in the middle of
23 the night, and I never hear the F-15s ever down there.

24 • Even in the wintertime at 10:00, 11:00 at night. You'll
25 hear, what the heck is that? And I know it's Northern Air

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008068

1 Cargo or somebody flying by on their way to Dillingham or
2 something.

008069

3 **Karen Prentice:**

4 • What is a sortie, first?

008070

5 **Gary Melvin:**

6 • Yeah, are we ever going to get more notice of when you guys
7 have exercises out here? Because as it stands right now,
8 when I go to fly my plane out of here, and the next thing I
9 know there's F-15s flying all around the place. And I did
10 not ever receive any notice that they were flying an
11 exercise. Even if they gave me a couple hour notice that
12 would be fine.

342

13 • My concern is that you're going to add more flights to it,
14 so there will be more times when I sit here and try to take
15 my Cessna off the ground.

343

16 • My comment is that it would be nice with the increased
17 number of aircraft that you're going to bring out here,
18 means that you're probably going to use the area more
19 because I use this runway quite a bit. This runway right
20 here. I guess it would be the Naknek airspace. They come
21 in about once a quarter.

344

22 • Yeah, they were coming in about once a quarter and they
23 were doing a lot of flights, and you know Cessnas and jets
24 don't mix very well out here. But you know I'm flying down
25 here to Chitina and I come back and all of a sudden there's
26 a bunch of F-15s flying around out here, and it sort of
27 gets my attention, and I didn't know that when I left.

008070

1 • I was just thinking that maybe you were going to have more
2 flights out here for the exercises and stuff.

345

3 • I live right at the end of the runway.

4 • If an F-15 goes down, we know what type of material it's
5 going to deposit on the ground. Is there any significant
6 change in the materials that's more toxic or otherwise into
7 the environment, if one of them hits the ground? I'm
8 worried about what residue the plane will leave behind once
9 it hits the ground.

346

10 • Nope. But if one of those goes down, the clean up would
11 basically be the same, the impact for clean up, get out
12 there and clean it up.

13 **Brian McCarthy:**

008071

14 • Will the squadron of F-22s require different or other
15 support aircraft?

347

16 • You said that the noise levels are reduced over the F-15s -
17 like the landings and take-offs?

348

18 • Will King Salmon be used as an auxiliary airport?

349

19 • With stealth capability, how are the other aircraft going
20 to be able to see you?

350

21 • I mean commercial airplanes.

22 • Have you (Fee) flown it?

23 END OF KING SALMON, MAY 30 2001

Initial F-22 Operational Wing Beddown Final EIS

ALASKA PUBLIC HEARING TRANSCRIPTS

(transcribed from notes)

Galena, May 16, 2001, 6:00 PM

Michael Mott:

008072

- If the F-22 comes to Alaska, will there be new military construction at Galena?] 351
- Will Galena be used as a FOB (Forward Operating Base) for the F-22 if they come to Alaska?]
- Will the F-22 have different maintenance requirements than the F-15?] 352
- We have a problem with waterfowl on the runway at Galena. We have instituted a new program to keep them away.
- Will the F-22 have a VHF radio in addition to UHF?] 353
- I think that the system for retransmission of UHF to VHF lacks clarity and could cause confusion with civilian traffic.

Thomas Tunnell:

008073

- How much will the new F-22 use the runway at Galena?] 354
- How much will the new planes cost?] 355
- Wouldn't the training airspace in Alaska be better than in Virginia?] 356
- Even if Langley gets the first wing, will the planes come to Alaska for training exercises?] 357

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008073

- When will all the testing be completed?] 358
- How many F-22's are flying right now?] 359

Larry Hausmann:

008074

- You said that Langley is the preferred location. What are the chances of Langley not being chosen?] 360
- Where does Elmendorf fall in the ranking of locations? What I mean, is Elmendorf the second choice after Langley.]
- How many airplanes are currently flying?] 361
- Have you (Col. Fee) flown one yet?
- I was hoping that some of the people who are at the other meeting would wander in here.
- Will any of the F-22's be stationed at Galena?] 362

Ed Thurmond:

008075

- What are the total number of F-22's being built?] 363
- So there will be less F-22's than F-15's?] 364
- Why did the Air Force decide to build less planes?
- How much noiser is the F-22?] 365
- Who is building the plane?
- What kind of weapons will the plane carry?] 366

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008075

- 1 • You (Col. Fee) said the F-22 would fly at higher altitudes
2 than the F-15. What types of training operations will they
3 perform at the higher altitudes?] 367
4 End of Galena, May 16, 2001

ALASKA PUBLIC HEARING TRANSCRIPTS

(transcribed from notes)

3 Lime Village, MAY 15, 2001, 10:00 AM

4 Alan Dick:

008076

- 5 • We hear quite a few sonic booms around here, but it don't
6 seem to bother anyone. We have a much bigger problem with
7 wolves killing moose than we do with jet noise.
- 8 • But down in Stoney River. Now they get more jet noise than
9 anyone else. You should fly down there and talk to David
10 Gregoire at Big Sincus to see what he thinks about sonic
11 booms.
- 12 • So the F-22 will go faster and fly higher?] 368
- 13 • Will the F-22 be refueled in the air? Will they use the] 369
14 same type of refueling aircraft?
- 15 Evan Bobby: 008077
- 16 • The jet noise don't bother the moose and caribou. When we
17 are hunting and a jet goes over, the animals don't even
18 look up. We like watching the jets fly over.
- 19 • Are you going to sell the old planes?] 370
- 20 • Will the new airplanes fly faster? How fast does the F-15] 371
21 fly?
- 22 • How many F-22's will Alaska get?] 372
23

Initial F-22 Operational Wing Beddown Final EIS

1 **Emma Alexie:** 008078

2 • Will the new jets make sonic booms?] 373

3 • How many times will the planes fly over the village?] 374

4 • Where are you going to put the new F-22's?] 375

5 **Isabel Graham:** 008079

6 • How many planes will come to Alaska?] 376

7 • When will the planes come to Alaska?] 377

8 • Will the F-22 be louder? Sometimes the jets are really loud] 378

9 and sometimes you can hardly hear them.

10 **Nick Alexie:** 008080

11 • What are you going to do with the old planes?] 379

12 • Why do you want to put the new airplanes in Virginia?] 380

13 **End of Lime Village, May 15, 2001**

1 **ALASKA PUBLIC HEARING TRANSCRIPTS**

2 **(transcribed from tape recordings)**

3 **SLEETMUTE, MAY 15, 2001, 3:00 PM**

4 **Bernice Zaukar:** 008081

5 • Will it kill any fishing on the lakes or in the rivers, the] 381

6 sonic booms.

7 • How much does it cost to build it, one plane?] 382

8 • Is it designed from here or a different country?

9 **Nattie Donhauser:** 008082

10 • Do the planes fly down to land, straight down, or do they] 383

11 still land that way?

12 • What if you happen to have problems, would you land here] 384

13 [Sleetmute]?

14 **George Fredericks:** 008083

15 • Who's building it?

16 **Henry Hill:** 008084

17 • Is there going to be any change in the operation of] 385

18 civilian aircraft in the airspace involved?

19 • What if you guys crack a window with these sonic booms,] 386

20 what's - how long is the procedure in getting compensation

21 for this, and dealing with this? What's that whole

22 operation like? That's something we'd all like to know. I

23 haven't lost one, but I felt at times that window was going

Initial F-22 Operational Wing Beddown Final EIS

008084

1 to go. This hillside here, when they hit it just right,
2 that reverberation just comes right back at you. It really
3 rattles it. I was wondering myself what happens when the
4 window goes out. Who covers this and how long does it
5 take?

6 END OF SLEETMUTE MEETING

7